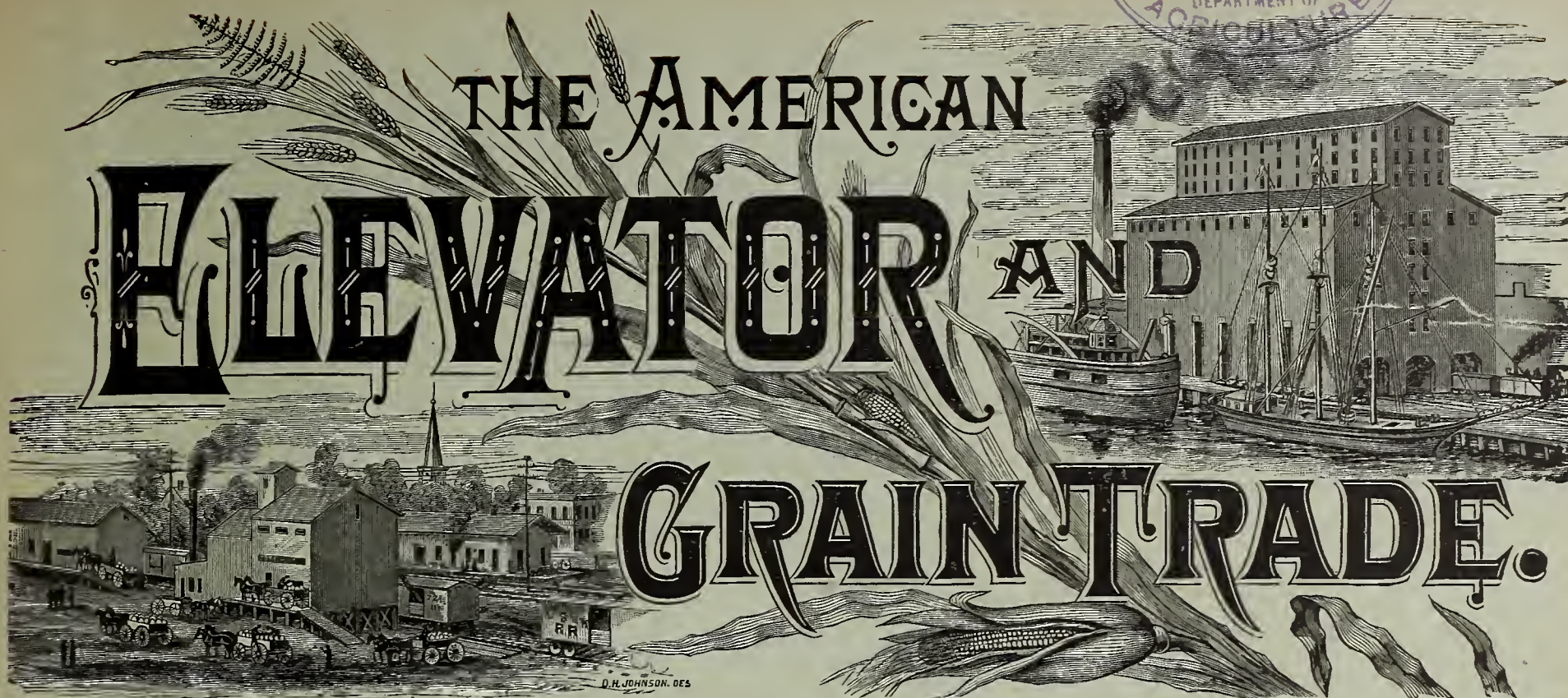


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DEPARTMENT OF AGRICULTURE



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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XIII.

CHICAGO, ILLINOIS, APRIL 15, 1895.

No. 10.

{ ONE DOLLAR PER ANNUM.
SINGLE COPY, TEN CENTS.

Excelsior Grain-Cleaning Machinery

CONSISTING OF THE

EXCELSIOR Dustless Warehouse and Elevator Separator,
EXCELSIOR Oat Clipper, EXCELSIOR Separator and Grader,
EXCELSIOR "Combined Grain Machine."

ALSO

PEASE DUSTLESS SEPARATORS and WAREHOUSE FANNING MILLS,
POWER CAR PULLERS, GASOLINE ENGINES, STEAM ENGINES, HORSE POWERS,
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GENERAL MILL AND ELEVATOR SUPPLIES.

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Elevator "Boots," "Heads," "Buckets,"
FEED GRINDERS,
Special Flax Mills; Single, Double and
Quadruple Flax Reels.
..... BELTING
"Platform," "Hopper" and "Dump"
Scales, Flexible Loading Spouts.
Corn Shellers, all kinds of FITTINGS,
SUPPLIES and MACHINERY for
Elevators and Mills.
Elevator Equipments a Specialty.

GALDWELL
CONVEYOR
HORSE POWERS
WIRE ROPE
BELT TIGHTENERS

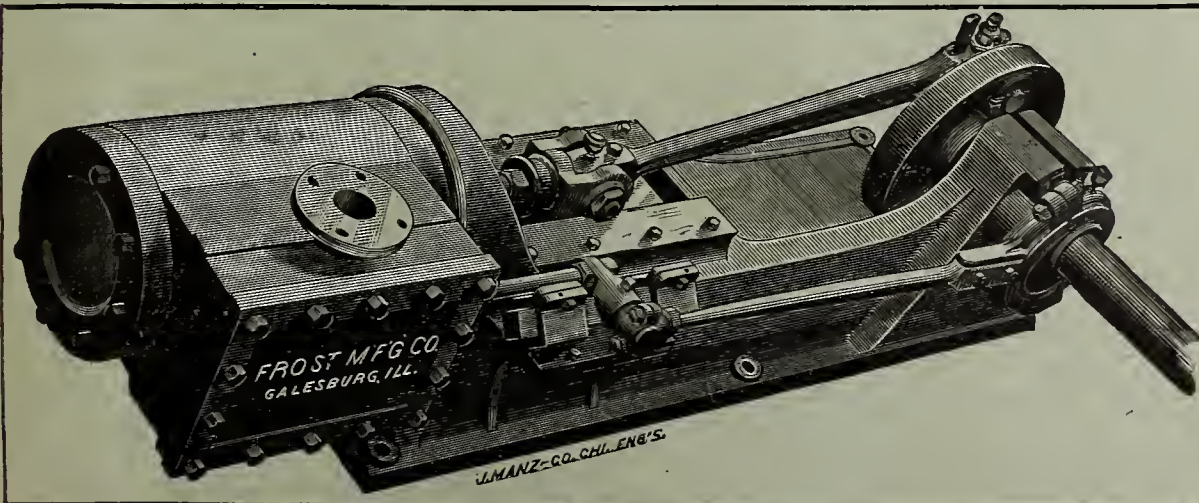
MILL AND ELEVATOR MACHINERY
ELEVATOR BOOTS
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SHEAVE WHEELS
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— ON —

**Elevator Machinery
AND SUPPLIES**
— OF —

EVERY DESCRIPTION,

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**The FROST MFG. CO.,
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NOTICE.

Important Decision Affecting Elevator Owners and Builders.

The Hon. Judge Grosscup of the Circuit Court of the United States for the Northern District of Illinois, on May 9, 1894, sustained the validity of the dust collector patents known as the "CYCLONE," and ordered a permanent writ of injunction against the defendants.

Infringing machines involved in these suits were built by the Vortex Dust Collector Co. of Milwaukee, and the Huyett & Smith Mfg. Co. of Detroit, Mich., who themselves assumed and conducted the defense, through their own attorneys. IF YOU HAVE USED, OR ARE USING INFRINGING MACHINES, YOU CAN SAVE MONEY BY PROCURING A LICENSE AT ONCE AND THUS AVOID LAW SUITS. We must and will call a halt on pirates and users of piratical machinery, and we warn the trade thus frankly and publicly against the manufacture, sale or use of infringing machines, and it will be our duty to prosecute such infringements of our rights to the fullest degree and in the promptest manner.

The Knickerbocker Co., - Jackson, Mich.

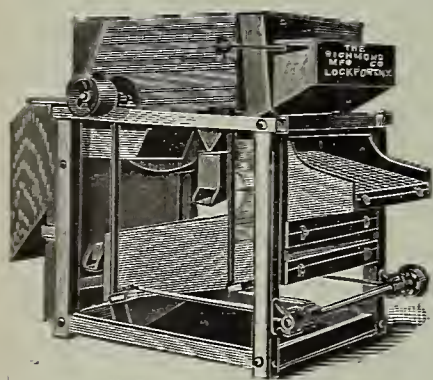
THE RICHMOND EMPIRE SEPARATOR

IS THE BEST.

MADE BY THE

Richmond Manufacturing Co.,

LOCKPORT, N. Y., U. S. A.



Manufacturers of GRAIN CLEANING MACHINERY and DUSTERS. Write for Catalogue.

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Best of references furnished and satisfaction guaranteed.

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Gentlemen:—Please ship to our address at Hamburg, Iowa, an Automatic Scale, same as we ordered of you some time ago. This Scale is doing good work and we want another for our mill at Hamburg. Send the invoice and notice of shipment to us here. Execute the order as promptly as possible.

Yours truly,

THEO. BEYSCHLAG, Mgr.



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Manufacturers of all kinds of IRON and STEEL ROOFING and SHING.

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Grain Cleaning Machinery

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THE LARGEST CAPACITY
THE LARGEST NUMBER AT WORK } IN THE WORLD.

THE NEW IMPROVED *Eureka*

*BY Far the
Best Separator
on the Market.*

We make every part of this machine
under our own

PERSONAL SUPERVISION,

and are thus in a position to guarantee
it as to material and workmanship.

Will positively do more and better
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Wide Suction.

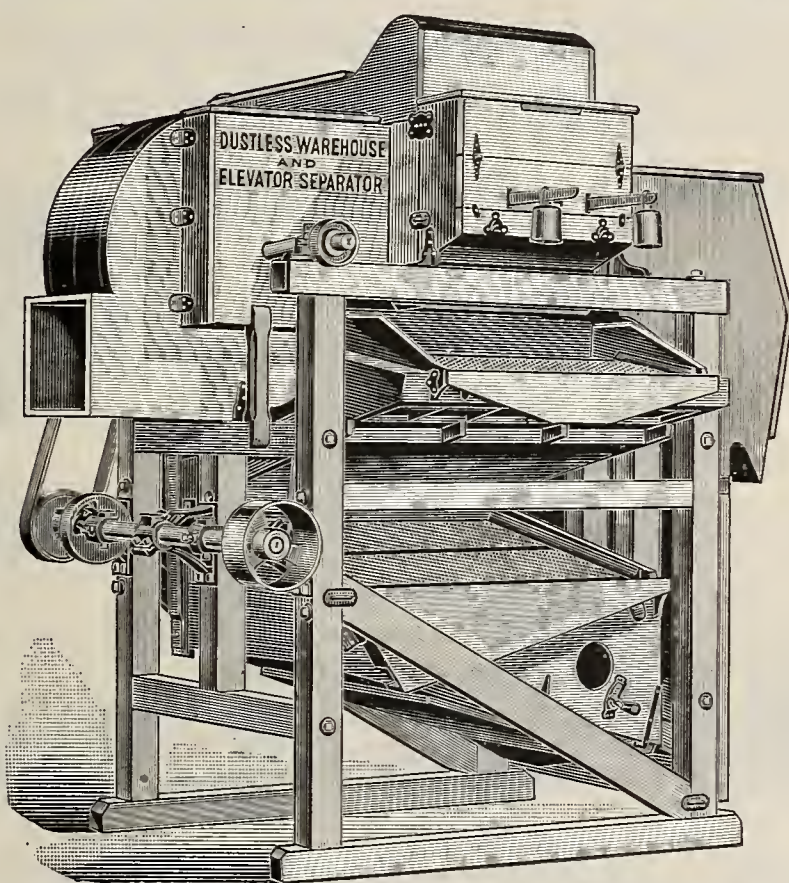
Perfect Separation under Control.

Interchangeable Screens.

Large Cockle Screen.

Automatic Feed.

Will run perfectly smooth and quiet.
Has large capacity.



WILL SHIP ONE ON 30 DAYS' TRIAL.

*Warehouse
and
Elevator
Separator,*

WITH LATERAL-SHAKE
MOVEMENT
OF SCREENS.

Conceded by all to be the best arrangement for
ridding grain of impurities. Has Counter-balances
and new Pitman Drive.

READ WHAT USERS SAY OF THEM:

CLYDE, N. Y., May 21, 1894.

MR. S. HOWES, Silver Creek, N. Y.

DEAR SIR:—I enclose you check for \$..... to
balance account for the Eureka Warehouse Separ-
tor. I take pleasure in informing you that I am
much pleased with the machine, which has done
good work from the start.

Yours truly, GEO. B. GREENWAY.

YORK, PA., July 18, 1894.

MR. S. HOWES, Silver Creek, N. Y.

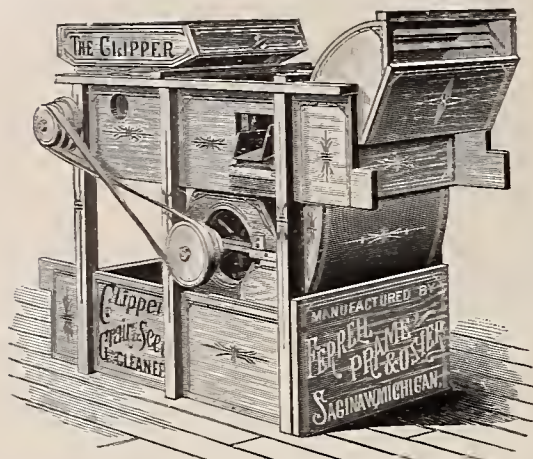
DEAR SIR:—We are in receipt of your favor of
the 16th. The Warehouse and Elevator Separator
sold us by you is giving us great satisfaction. We
are not in the habit of recommending any ma-
chines, but must speak well of this one.

Yours truly, P. A. & S. SMALL.

Address

THE S. HOWES COMPANY, Silver Creek, N. Y.

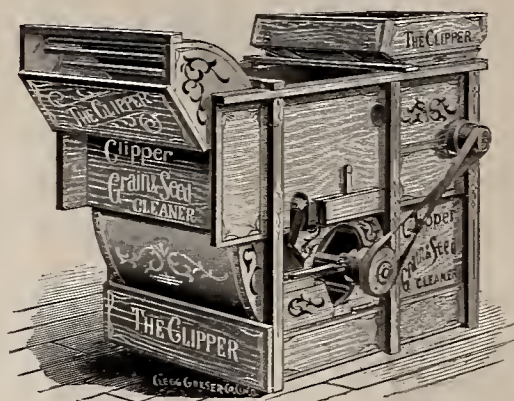
SOLE BUILDERS.



No. 1—For Grain and Seeds; for Hand Use.

THE CLIPPER

Grain, Seed and Bean
CLEANERS.



No. 5—Power Grain and Seed Cleaner.

MANUFACTURED BY

FERRELL, PRAME & OZIER,

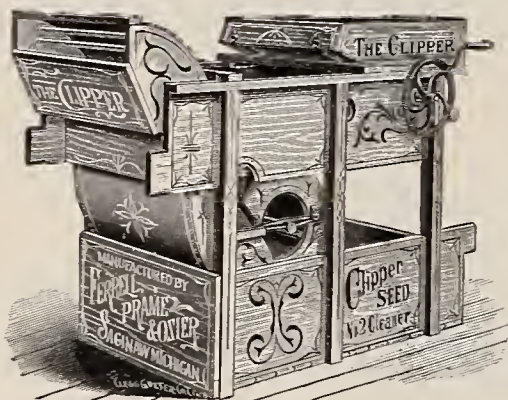
Saginaw, Mich.

These Machines Clean ALL KINDS of Grain and Seeds also Beans PERFECTLY

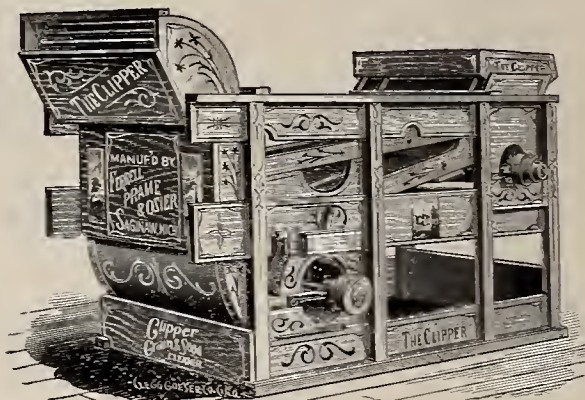
WITHOUT ATTACHMENTS.

For Durability, Simplicity and Satisfactory
Work are Unsurpassed.

WRITE US FOR CATALOGUE
And Testimonials of Leading Firms.



No. 2—Hand Seed Cleaner.



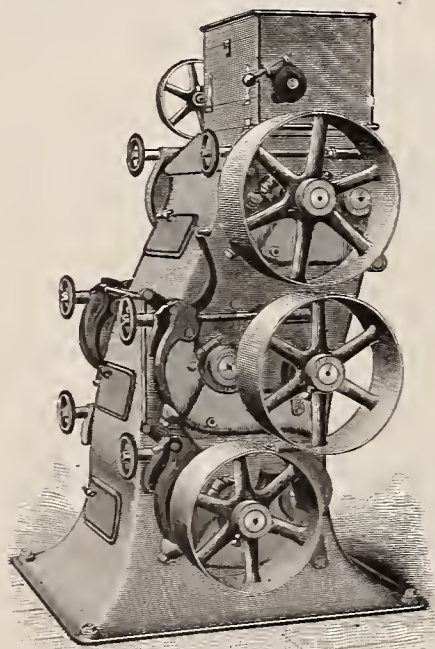
No. 10—Flax Cleaner.

NORDYKE & MARMON CO., Indianapolis, Ind.,

Flour, Corn and Elevator Machinery,

QUALITY TO SUIT THE MOST EXACTING.

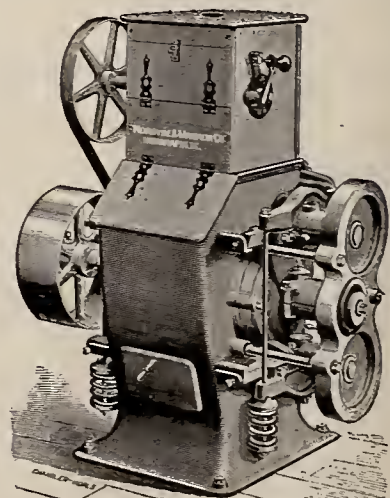
PRICES TO SUIT THE TIMES.



Three Pair High Six Roller Mill.

*Corn Shellers,
Grain Cleaners,
Flour and Bran Packers,
Flour Feeders and Mixers,
Portable Buhr Mills,
Hominy Mills,
Wheat Heaters,
Scales,
Shafting,
Pulleys,*

*Hangers,
Boxes,
Gearing,
Belting,
Steel Conveyors,
Wood Conveyors,
Link Belt,
Sprocket Wheels,
Engines and Boilers,
Water Wheels,
Elevator Supplies.*



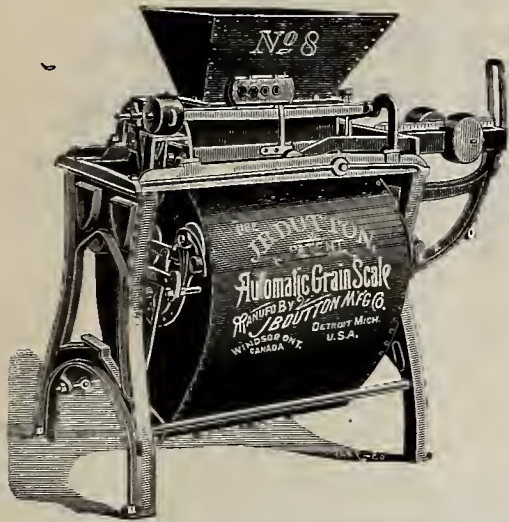
Three-Roll Two-Break Corn and Feed Mill.

TEN SIZES and STYLES of ROLLER, CORN and FEED MILLS.

No doubt about the volume of our voice if price and merit talk, and what we say will be interesting if you intend to buy.

Write Us Saying What You Want.

NORDYKE & MARMON CO., - INDIANAPOLIS, IND.



J. B. DUTTON'S Patent Automatic Grain Scale,

FOR USE IN
ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL
SEND FOR CIRCULAR AND PRICE LIST.

Address:

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CONVEYING, ELEVATING,
AND
POWER TRANSMITTING
MACHINERY.

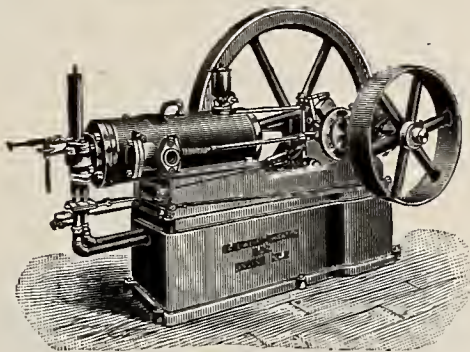


CALDWELL STEEL CONVEYOR.
Manufactured exclusively by us at Chicago, with latest improvements.

AUTOMATIC POWER GRAIN
SHOVELS.
SOUTH BEND WOOD SPLIT
PULLEYS.

H. W. CALDWELL & SON COMPANY,

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PULLEYS, GEARS, CAR
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AVERY SEAMLESS STEEL
ELEVATOR BUCKETS.



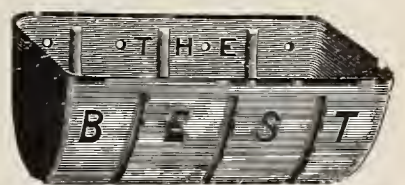
CALDWELL CHARTER GASOLINE AND GAS ENGINES.

2 TO 75 ACTUAL HORSE POWER.

These engines use gasoline from tanks lower than the engines. They are
simple, reliable and safe. We build them substantially, of best
material, and we know they are the best engines made.

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STEEL ELEVATOR BUCKETS.



AMERICAN MILLER.

PUBLISHED BY

MITCHELL BROS. CO., Chicago.

\$2.00 PER YEAR.

EAGLE BRAND THE BEST!

ROOFING

EAGLE BRAND THE BEST!

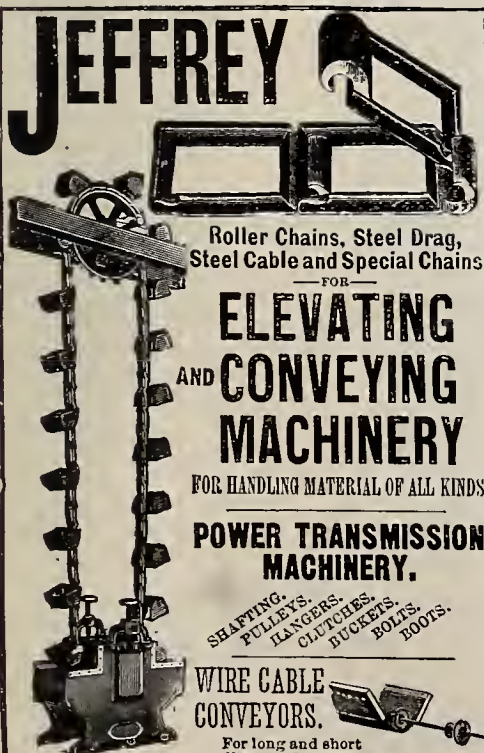
It is superior to any other roofing and unequalled for House, Barn, Factory or outbuildings; it costs half the price of
shingles, tin or iron; it is ready for use and easily applied by anyone; it is the best roofing in the market, in durability, to
all others. Send for estimate and state size of roofing.

SEND FOR SAMPLES. **RUBBER PAINT** NO TAR USED.

The best known paint in the world for tin, iron or shingle roofs, fences, sides of barns and outbuildings; it costs only
60 cents per gallon in barrel lots, or \$4.50 for a 5-gallon tub. Color, dark red. It will stop leaks in tin or iron roofs that will
last for years. It is guaranteed not to peel, crack, scale nor wash off, and is fire-proof against sparks. **TRY IT.**

EXCELSIOR PAINT AND ROOFING CO.,

155 DUANE STREET, NEW YORK, N. Y.



Roller Chains, Steel Drag,
Steel Cable and Special Chains

**ELEVATING
AND CONVEYING
MACHINERY**

FOR HANDLING MATERIAL OF ALL KINDS

**POWER TRANSMISSION
MACHINERY.**

SHAFTING,
PULLEYS,
HANGERS,
BUCKETS,
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**WIRE CABLE
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For long and short
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THE JEFFREY MFG. CO. 163 Washington St.
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THE AMERICAN ELEVATOR **AND**
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\$1.00 PER YEAR.

Monthly.

THE HAY TRADE JOURNAL **AND**
DIRECTORY,

\$2.00 PER YEAR.

Weekly.

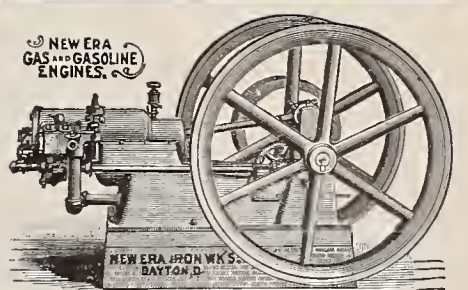
BOTH FOR \$2.00.

ADDRESS EITHER

The Hay Trade Journal, **OR**
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Mitchell Bros. Co.,
184 and 186 Dearborn St., Chicago, Ill.

GAS ENGINES



**PERFECT
POWER** } Costing from 1/4 to 1 cent per
H. P. actually used per hour.

For full particulars, address:
NEW ERA IRON WORKS,
DAYTON, OHIO.

GRAIN CLEANERS.

IF YOU ARE IN NEED OF A PERFECT GRAIN
CLEANER, WE OFFER YOU

The Monitor Separator

These machines have stood the test and are pronounced by leading elevator operators superior to anything heretofore used. Their opinions are based on actual experience.

Nearly all of the leading cleaning elevators built during the last four years have adopted

THE MONITOR

They are simple yet perfect in construction and durable.

They do the maximum of work with the minimum of power.

They have a powerful but perfectly controlled air current.

They can be quickly adjusted to do any class of work desired.

They will give you grand satisfaction.

They are modern machines, and you will find them in all of the modern cleaning houses.

If you are interested in this line we ask you to investigate.

BARLEY.

We are making a special **BARLEY CLEANER**
that stands at the head.

FLAX.

Our **Monitor Flax Cleaner** will give you good
results. Close work with large capacity.

Huntley Mfg. Co.,

Successors to HUNTLEY, CRANSON & HAMMOND,

Silver Creek, N. Y.



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THE NEW BOARD OF TRADE BUILDING AT DULUTH, MINN.

NEW BUILDING OF THE DULUTH BOARD OF TRADE.

The Duluth Board of Trade has a new home and is proud of it, but not without good reason for being so, for its new building is one of the most substantial structures occupied by a grain exchange, and it has all the modern conveniences and appointments which add to the comforts of life and facilitate trade.

The Duluth Board of Trade, although an enterprising and prosperous organization of active and progressive men, is not an old organization. In fact, it was not organized until 1881, when the late A. J. Sawyer was elected president. Not until 1884 did the Board have a regularly employed secretary, when R. W. Baker was engaged. The sessions of the Board were then held in the American Exchange Bank building. From this time on the Board made a more aggressive fight for business, and found much encouragement in the large crops of the Dakotas and Minnesota in 1887 and 1888. The trade grew so rapidly that it was necessary to increase the elevator capacity. The improvement of the harbor and the building of new lines of railroad gave farther assistance to the city's growing grain trade. The Board secured a home in 1885 and moved into it in January of the following year. Its new quarters were dedicated with grand ceremonies, in which members from many other grain exchanges took part.

Mr. Baker retired from the secretaryship in 1887 on account of ill health, and was succeeded by Col. George E. Welles, who was followed by Frank E. Wyman, the present secretary.

The Board occupied its first home until early last year, when the building was destroyed by fire. The Board had outgrown the old building, and plans had been prepared and site secured for a new building long before the burning of the old building, but the work had been suspended. No sooner had the old building been burned than it was determined to erect the new one contemplated, and temporary quarters were secured. Work was immediately commenced, and March 30 the members moved into the new building, shown in the engraving on the preceding page, which, with the view of the grand stairway, was kindly loaned to us by the *Daily Commercial Record* of Duluth.

The building is 100x140 feet on the ground, and rises seven stories above First street. The first three stories are of Portage red sandstone, and from this point upward the walls are of light buff salmon brick and the same colored terra cotta trimmings.

In style the building is a composite. The detail is clear cut and sparing, accentuating the size of the structure and rendering it far more imposing than if ornament were more lavishly used.

The main entrance is in the center of the front on First street. It is through a large arch, almost triumphal in its proportions. The lines are unbroken and it seems severely plain, but on closer inspection one finds that the entire surface of its receding soffit is covered with the most delicate of lacework carved in the solid stone.

The third story is a series of arches, over which hangs a similar lacework carved in the brick. Above this the building is absolutely void of ornament up to the cornice, which is quite ornate, large and impressive, and serves as a fitting capping to so handsome a pile.

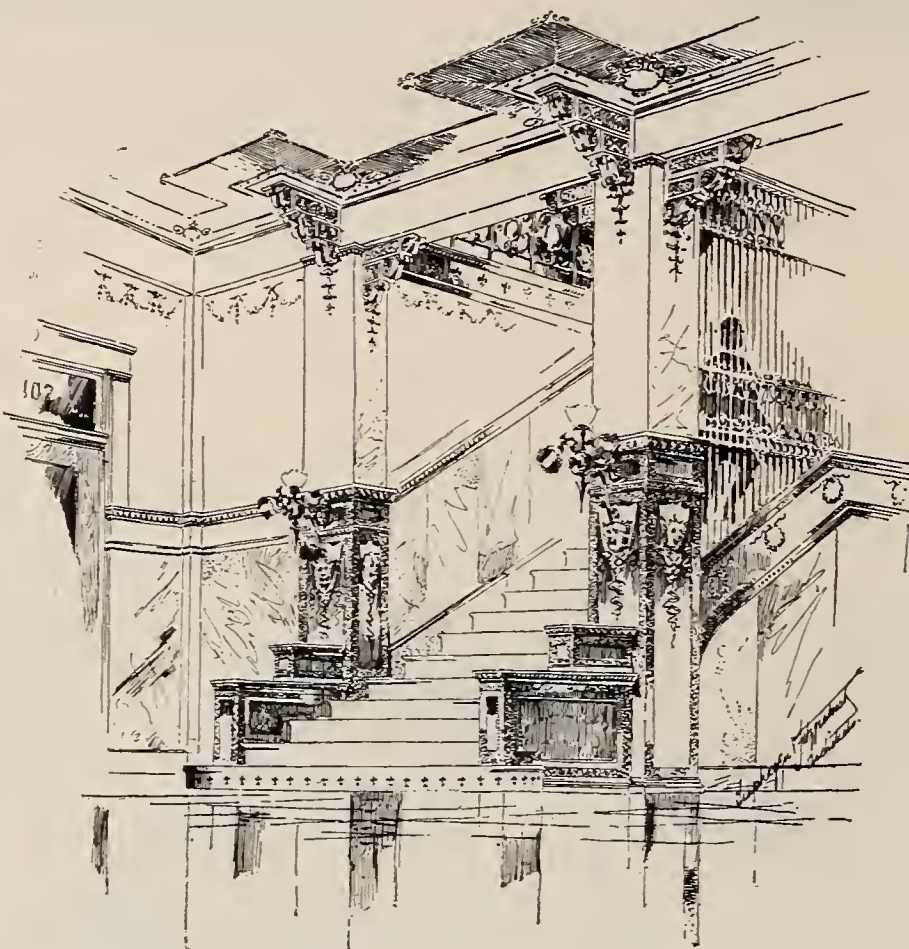
The entrance way under the arch above described is through grilles and doors whose fittings are of solid bronze. Above the doors are a series of bronze panels filled with amber opal glass, through which at night many electric lights, concealed from view, will shed a soft light. One enters through these doors into a spacious vestibule, whose walls and vaulted ceiling are of blocks of rich, red marble, and the floor a dainty mosaic of many marbles.

Off this vestibule is the main hall leading to the many handsome offices, to the three high-speed eleva-

tors and to a noble flight of stairs leading in turn to the Board room one story above the entrance floor. These steps are of marble, the floor is of marble, wainscoting likewise: the stair railings, the elevators and elevator enclosures, lamps, etc., are of black iron, trimmed with bright brass ornaments.

The trading room is on the second floor, entrance being from the main corridor leading from the grand stairway, which is shown in the engraving on this page. It is one of the handsomest rooms in the country, and it is the third in size. It is 60 feet square and is covered by one huge dome of glass, for which there are no columns nor other evident supports. This dome rises nearly 60 feet from the floor and is a network of delicate steel ribs and the clearest crystal.

The walls of the room and this dome will be decorated in an ivory white, deep cream and gold. The visitor enters from the third floor a handsome gallery of bronze, which extends clear across one side of the room, directly opposite the quotation boards, and affording a splendid view of all that is going on on the floor below. Two magnificent Corinthian columns, symbolical of agriculture, add beauty to the balcony.



GRAND STAIRWAY IN NEW BOARD OF TRADE AT DULUTH.

The north side of the room is constituted mostly of large windows, which admit light. The west side is occupied by large quotation boards, which are accessible to view from all points of the room. Beneath the visitors' balcony will be situated the quarters of the two telegraph companies, and between the two a lunch buffet. Adjoining the Board room on the south are a suite of rooms designed for the offices of the secretary and directors, reading and smoking room and a telephone station, from which one may communicate with any room in the building or with any place connected with the Duluth and Superior circuit.

Bordering the Board room on two sides are offices for various grain and elevator companies. These and the offices on the other floors number 115 large, airy, well-ventilated and heated rooms, most of them opening into the streets, and the remainder on a wide alley—none of them on dingy courts, for there are none of the latter in the building. The corridors are wide and lofty and are floored in tile and wainscotted in marble and thoroughly lighted.

Nearly all the offices, which were leased in suites, were taken before work was begun on the interior construction of the building, and the partitions have been built to suit the tenants, an arrangement that has resulted in providing them with quarters as desirable in every way as if built to order. All the woodwork of the rooms is of quartered white oak, handsomely finished. In nearly all cases the furni-

ture for the offices has been designed by the architects, and will harmonize with the interior finish of the building in wood and design, thus precluding the possibility of a bizarre appearance presented by a motley collection of desks and fittings, none adapted to the other nor to the fittings of the building itself. Every office has a special telephone connection to the Board room, where a regularly equipped central operator presides, and the building throughout has every convenience and luxury that may make the transaction of everyday business easier and more agreeable.

The building is absolutely fireproof—that is, it is constructed entirely of stone, brick, steel and fire clay. Wood does not enter into the construction except in the case of the window sashes and casings and interior doors. The building will be dedicated some time in May.

GRAIN DEALERS ALL GET RICH.

Under the above line C. A. King & Co. publish the following in their special market report:

All they do is to put out a sign and take in profits. They take no chances, and never make any losses.

The editor of the *AMERICAN ELEVATOR AND GRAIN TRADE* writes us as follows:

Some country shippers have complained that the commission merchants at central markets were getting the big end of the deal, that their risk was small and their profits large. We wish to present the facts in the case in the next number of the *AMERICAN ELEVATOR AND GRAIN TRADE*, and would consider it a favor if you would inform us if you will honor draft made against a shipment for 75 per cent. of its estimated value. What is the highest per cent. you will accept draft for?

Do you pay the balance to shipper at date of sale, or when buyer pays for grain?

What commission do you charge?

Are you often imposed upon by overdrafts or misstatements as to the quality of grain? Any information you can give us on this subject will be published anonymously or over your own name, as you desire.

Very truly yours,

MITCHELL BROS. CO.

We pay drafts generally for 90 per cent. of the market value here. Sometimes we advance full to those we know are responsible and honorable, while there are a few we would not advance anything. We are guided mostly by personal knowledge and partly by Dun and Bradstreet's ratings.

All sales here are for cash and we remit on the same day, while on through shipments we send returns as soon as possible. Half cent per bushel is the commission on grain sold here.

We are occasionally imposed upon by disreputable dealers, but only for small amounts. Some take greater chances and make larger losses.

Competition has been fully as great as in any other branch of trade. Most dealers have worked for glory this season. Some have made a little by speculating, but a large majority have not. The income tax returns will tell the story.

During the summer of 1893, when the panic was on, the few who had large cash capital made some money, likewise in 1891, when Europe was so hungry and our crops so large. The prosperous years were exceptions. Any country shipper who thinks otherwise can very easily find out by embarking in the trade. The Boards of Trade are open for new members.

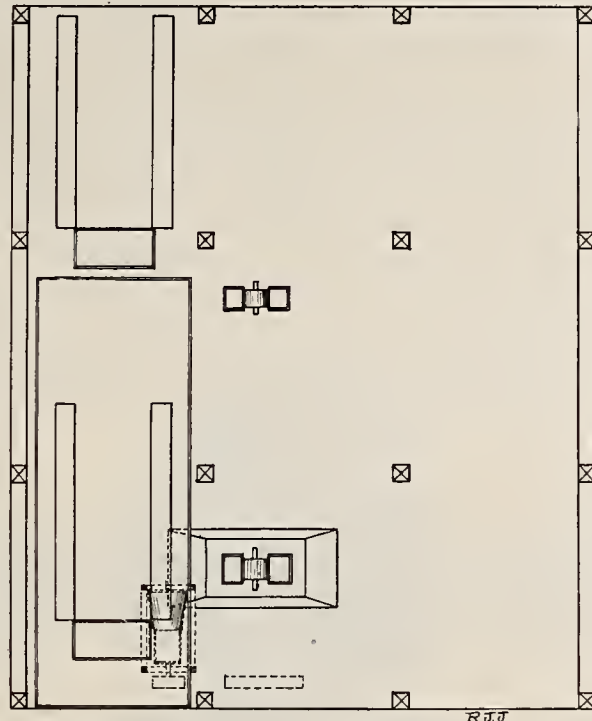
Messrs. Hatch and Washburn are not the only ones who desire the passage of laws that will prevent speculation in grain futures, nor are those who wish for such measures to be found only in the United States. Home Secretary Asquith has intimated that the British Ministry, if successful during the present session, will introduce legislation to put transactions of that kind on the list of criminal offenses, and the *Toronto Globe* thinks "any measure with that end in view would be popular with the farmers and merchants" of Canada as well as with those of the United States. It says in the present unprecedented depression in wheat it is natural that the producers should regard the operators on the Chicago Board of Trade as the authors of their misfortune.

RESPONSIBILITY FOR DELAYS TO FREIGHT.

A suit brought at Kansas City to recover damages from a railroad company because of delay to a shipment of corn has been made the occasion of some comment by the AMERICAN ELEVATOR AND GRAIN TRADE which does not seem to be altogether justifiable. It appears that because of what was alleged by the carrier to be an unavoidable delay in the delivery of two cars of corn, the shippers were subject to loss on account of decline in price between the time the grain should, under ordinary circumstances, have arrived and its actual delivery. It became evident, early in the case, that the plaintiff would lose, and an agreement was reached by which the case was dismissed upon the payment of costs by the carrier. In noticing the case our contemporary expresses the opinion that shippers lose thousands of dollars annually by having their grain delayed in transit, not only by the decline in the markets, but in the interest on the capital invested in the grain during its transportation. For this reason, and because "when a carrier accepts freight for transportation, it contracts to deliver that freight at its destination at the hour the train is scheduled in its time table to arrive at the destination," it is held that on grain delayed en route in excess of forty-eight hours over the usual time, the carrier should be compelled to pay demurrage, just as shippers are required to pay demurrage for the detention of cars after a similar period.

Because of the usual fairness of our contemporary, it may be well to correct some of the misapprehensions which are evidently responsible for its expression. In the first place, a railroad does not contract to deliver property within any given period of time or

tuation of markets shippers profit by delay as frequently as they lose, except, of course, where they are under contract to deliver within a specified time, or where in case of a corner in grain one or two days is answerable for a large variation in price. These, however, affect but a small portion of the grain handled by railroads, the bulk of it being moved by the ordinary demands of commerce, and in connection with which delays are as often beneficial as harmful. It should be noted right here, that in no case where a delay has resulted in placing the property on a better market than would have been the case had it arrived in the usual time has the additional profit been paid



GROUND PLAN FOR A COUNTRY ELEVATOR.

to the railroad, although claims for loss on this account are by no means infrequent. In fact, so common are they in connection with the live stock traffic that many roads have, in self-defense, adopted the policy of paying for delayed stock at the average market price on the day it should have been received and selling the stock on its own account when it arrives, the result of this practice fully justifying the statements already made in regard to the equalizing value of such delays.

The point made by our contemporary in connection with demurrage and the loss of interest on capital by reason of delay is well taken. Shippers should be compelled, under penalty, to load and unload cars within a reasonable time, because, otherwise, they are depriving the railroad of the use of their property without compensation; and for the purpose of unloading or loading, forty-eight hours appears to have been demonstrated to be reasonable. Reciprocally, railways should be compelled, under penalty (as indeed is now the case in law), to transport property within a reasonable time, for the reason that otherwise they also are depriving the owners of the use of their property without compensation. Just where the limit of reasonable time for transportation should be fixed is not so easy of determination. Obviously it should bear some relation to the distance transported. A margin of forty-eight hours would probably be ample on a haul of three hundred miles, but would hardly be deemed sufficient for a haul of three thousand miles. This, however, is a matter of conference and adjustment, and no doubt could, by such means, be easily determined.

As we understand it, the business of a railroad is that of a carrier. It should not undertake to guarantee markets or prices, nor should it engage in competition with those who do. It is not a producer, or, except for its own immediate purposes, a manufacturer. It is even doubtful if it should be permitted to own anything except what may be necessary for the performance of the duty for which it is created. Its business is that of carrying and its privileges and obligations should be determined by the conditions necessary to the proper performance of that service. —*Railway Review*.

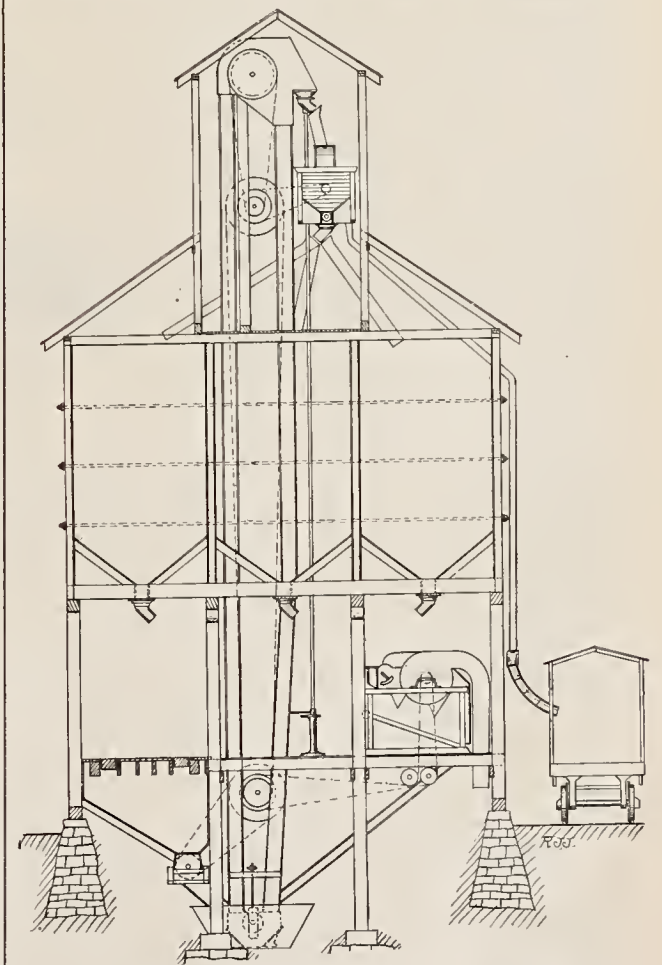
Grass widows are eligible for membership to the National Hay Association.

PLAN FOR A COUNTRY ELEVATOR.

BY H. W. RICHARDS.

The accompanying illustrations show the ground plan end and side sections of an elevator 30x30 feet, having 12 feet working floor with bins 16 feet deep, and cupola 18x12. The driveway is through one side of the house, and in it are placed two dumps, by means of which ear corn and small grain may be dumped in hoppers directly underneath. At the bottom of the ear corn hopper is placed a sheller having a maximum capacity of 700 bushels per hour, from whence cobs and shelled corn are carried to the top of the elevator and delivered into a corn cleaner, which separates the cobs from the corn. The corn is distributed into bins underneath the cleaner and the cobs spouted to a cob room in the engine house. The hopper receiving the small grain discharges it into a separate elevator of 800 bushels' capacity, which carries the grain to the cupola and discharges it into any of the bins in the house.

A hopper scale can be located on the first floor to receive grain from bags, discharging same either into the elevator boot direct or into the hopper leading to same. This scale may be used as a shipping scale, the grain being drawn from the bins, weighed and discharged into the elevator, which delivers it into the spout leading direct to the cars. This spout is fitted with a flexible loading spout. On the first floor is situated a wheat cleaner of 600 bushels' capacity, which delivers the grain into either of the elevator boots. All the bins are hopper-bottomed and fitted with cast-iron bin bottoms. There are eight and a half bins, half a bin being taken up by the belt drive to elevator heads and stairs. Both elevator turn heads and

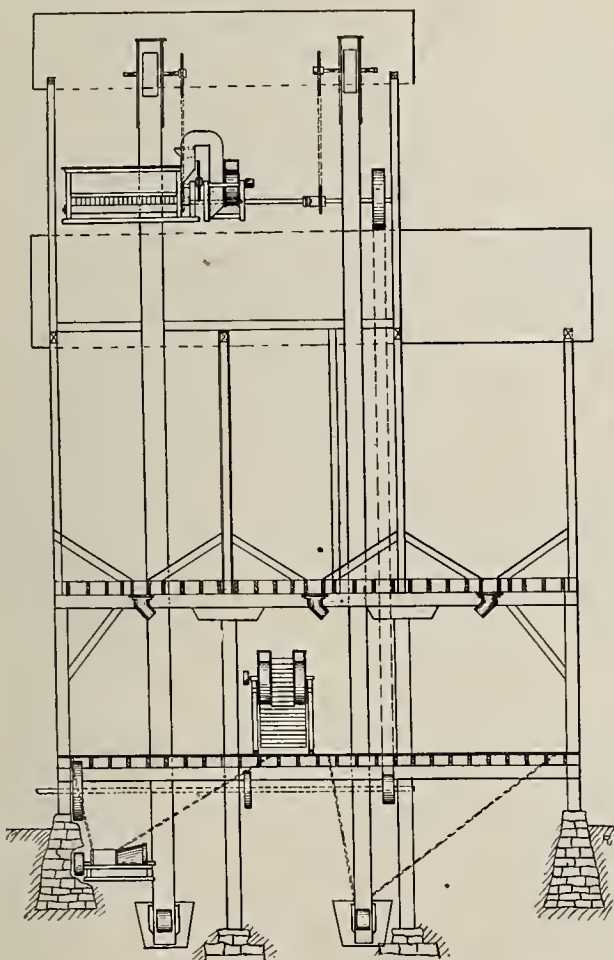


PLAN OF COUNTRY ELEVATOR.—END VIEW.

turn head at bottom of grain cleaner are fitted with indicator rods leading to first floor.

An elevator of this size, fitted with machinery as herein mentioned, requires about twenty actual horse power to run it. It will cost complete in every detail, with engine room, steam plant, shafting, etc., office and wagon scales, about \$3,500. This price provides for the outside walls covered with drop siding or weather boards painted two coats and with standing seam steel roofs.

South Dakota has enacted a law allowing any person to condemn sites for warehouses and elevators along railway rights of way. If the law is as broad as it is reported to be, it will cause a great amount of trouble. The matter should have been left to the rail way commission.



PLAN FOR A COUNTRY ELEVATOR.—SIDE VIEW.

under any published schedule; on the contrary, it specifically stipulates that it does not undertake so to do. Its schedules so called, particularly those relating to the movement of freight trains, are not put forth as an advertisement to the public or for its guidance, but are intended solely for the use of its employes as a means of safely operating its trains. On these time cards a train is scheduled to arrive at a certain point wholly as an operating convenience. It must have a fixed time because of other trains and not because of any commercial necessity. It is, however, incumbent upon a railroad company to deliver property at destination without unreasonable delay, but the question of reasonableness does not depend upon the time card.

On the question of loss occasioned by delay, there are two sides, and it is self-evident that with the fluctuation

RAILROAD OWNERSHIP OF GRAIN HANDLING FACILITIES.

The *Railway Review*, which is published in the interest of the railways, has the following to say regarding the provision of facilities for handling bulk grain by rail carriers:

The question of the railroad ownership of grain handling facilities at stations is again brought to the front by a petition recently addressed to the Illinois Railroad and Warehouse Commission in which it is asked that freight rates shall be so adjusted as to make railroad companies furnish storage for grain awaiting shipment or pay for storage furnished shippers by others. It is somewhat difficult to conceive of such a request being made in good faith. According to the popular notion a railroad company is supposed to possess the power and capacity for doing anything in connection with transportation that the average citizen may think necessary for his comfort or convenience. But it is hardly supposable that the most radical advocate of railroad accommodation will seriously propose such a scheme as is embraced in the petition referred to. No doubt farmers in general would like to have at their disposal at shipping points, storage facilities for whatever surplus grain they might have, but to do this the railways would be obliged to expend for such facilities an amount of money not easily available—to say nothing of their obligations in the matter.

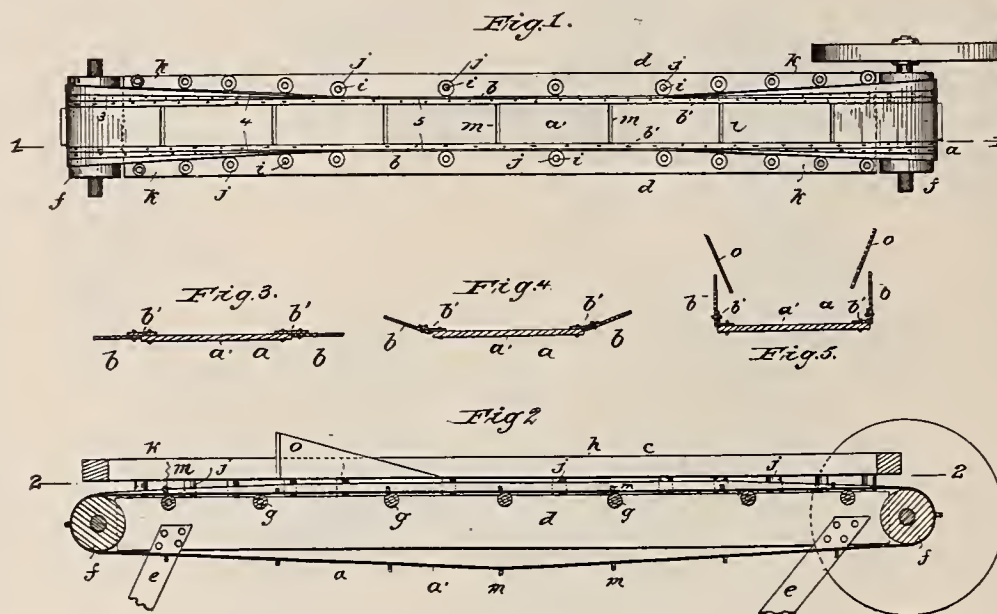
When it comes to the question of the market price of grain every farmer is a bull. To him prices are always going up, and, given the storage facilities, grain would be held until the necessities of the case forced a sale. Under such a condition railroads would find it rather difficult to supply all the desired facilities for storage. Take an actual case in Nebraska for illustration: An investigation some few years ago in the early winter revealed the fact that within a radius of eight miles of a certain station in that state, nearly if not quite a million bushels of corn in the ear was either in unroofed cribs or piled upon the ground without any shelter. Were the railroads required to furnish storage, all of this corn, together with a large amount of other grain that was better protected, would, because of the prevailing good roads before January 1, have been hauled to the station to be stored by the railroad. And the same would be true of hundreds of other places throughout the country.

While therefore it is manifestly absurd to demand that railways shall be compelled to furnish storage facilities, it is by no means equally clear that they should not be obliged to furnish shipping facilities for whatever grain may be offered for shipment at their stations. There is no question but that if sacked grain were offered for shipment at a station, the railroad company would be obliged to receive, care for and load such grain, notwithstanding that the expense incident to such handling and protection was fully equal if not more than would be incurred by handling the same grain in bulk through an elevator. If then it is admitted that bulk grain is a commodity in proper form for shipment, is there any reason why a railroad should not, or rather is there not every reason why it should, supply the necessary facilities for handling such freight, as is now the case with sacked grain?

This question of facilities, both as regards handling at stations and transportation over the road, does not, however, appear to be the primary one demanding attention. The main question is what articles, and in what form, such articles may be said to be properly subject to transportation. A railroad, because of its character as a public servant, is under obligations to perform all service properly devolving upon it as a common carrier. In the discharge of that duty it is obliged, or should be obliged, to furnish all necessary facilities for the proper performance of its duty. If grain in bulk is a transportable commodity, the carrier must provide for its transportation, and such provision

necessarily includes the requisite facilities for handling at stations as well as for transporting it over the road. So with oil, live stock, dressed beef, or any other commodity. The thing to be determined in advance, and the thing which settles the question of facilities to be provided, is whether a given commodity in a certain form is transportable. That settled, the rest is easy.

No argument is necessary to convince the readers that this journal believes the railroads are already giving much more service than they can afford for the compensation they receive; so that it will be understood that in claiming it to be the duty of the railroads to supply all needed shipping facilities even to the extent of providing grain elevators at stations, cars for handling oil or other bulk liquids, refrigerator cars for dressed meats, etc., etc., it is not intimated that this shall be done on the present scale of rates. Rates are already much too low even on the present basis of service; this, however, is not a question of compensation but of obligation. It is not strange that in the rapid growth of railway traffic many wrong practices have been allowed to creep in until they have almost come to be accepted as both right and proper. This, however, does not alter the question. Because private elevators have been built and shippers compelled to sell their grain to operators instead of being their own forwarders, is no reason why under more



A NEW CONVEYOR BELT.

perfect conditions this should not be changed. Because oil producers or dressed beef shippers have under previous conditions found it to their advantage to supply cars for the transportation for their products furnishes no argument why, with the development of transportation and the better understanding of the obligation attaching thereto, carriers should not do this themselves.

It is time that this whole question should be considered not in the light of expediency but of obligation, and it is believed that when contemplated from that standpoint the adoption of the suggestions herein made will follow as a matter of course.

[The members of the Grain Dealers' Association of Illinois do not want carriers to furnish storage; they want a readjustment of rates so they can secure some recompense for the work of handling grain. The local freight agent is paid for handling other freight, although he does not provide the necessary facilities as does the elevator man. A small premium on every cental loaded into cars from elevators would be a just recompense for the elevator man's service, and it would prove a profitable investment in that it would facilitate and encourage shipments.—Ed.]

In Nebraska two irrigation ditches are being constructed, one on each side of the Middle Loup river. They are over 20 miles long, and it is hoped that through them many thousand acres of crops will flourish.

The receipts of clover seed at Toledo, Ohio, in 1887, 1890, 1893 and 1894 are as follows: Receipts in 1894, 100,031 bags, in store 33,000; in 1893, 116,875 bags, in store 19,000; in 1890, 104,675 bags, in store 24,000; in 1887, 63,091 bags, in store 31,950.

A NEW CONVEYOR BELT.

Robert Niedergesaess of Seattle, Wash., has invented an improvement in conveyor belts for transferring grain, ore and other materials.

The object is to provide conveyor belts which will automatically become trough shaped along the upper part of the belt or that portion of the belt conveying the material to be transferred and will automatically return to a flat position upon reaching the drum or roller which actuates the belt at the discharging end of the latter, thereby enabling a flat belt to pass smoothly over the actuating drums or rollers and also to serve as a trough in conveying the material while being transferred.

In the accompanying drawings, in which similar letters of reference refer to like parts, Fig. 1 is a plan view of a conveyor belt and frame work in horizontal section on the line 2-2 of Fig. 2. Fig. 2 is a longitudinal vertical section thereof taken on the line 1-1, Fig. 1. Fig. 3 is a detail view of the belt in transverse section, showing the position of its edges when not formed or forming itself into the shape of a trough. Fig. 4 is a detail view of the belt in transverse section, showing position of its edges when either assuming or departing from the trough shape. Fig. 5 is a detail view of the belt in transverse section and a hopper above it, showing the edges of the belt in vertical position when it has assumed the trough shape.

In order that the portion of the belt conveying the material to be transferred may be formed into a trough shape, suitable devices are mounted on a frame extending along the edges of the belt. The belt rests on rollers *g*. Extending longitudinally therewith and above the beams are strips supported on the beams by means of pins, on which are mounted rollers *j*, which serve as guide and friction rollers to hold the side portions of the belt in vertical position to form a trough, except toward the ends of the beams where they serve at the end, where the material to be conveyed is delivered, to raise the side portions of the belt, gradually into a vertical position, as shown in Fig. 4, to form a trough as in Fig. 5; or to gradually release the side portions

and permit them to assume the horizontal position at the delivery end of the belt. The end portions of the beams *d* are formed of an outwardly tapering or flaring shape so that the rollers located thereon will permit the side portions of the belt to be gradually raised from the horizontal to the vertical position at the receiving end of the belt, and to be gradually lowered from the vertical to the horizontal position at the delivery end of the belt.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics, hay aggregating 13,823 tons, valued at \$92,169, was imported during February, against 9,339 tons, valued at \$81,352, in February preceding; and during the eight months ending with February 119,740 tons, valued at \$877,890, were imported, against 49,419 tons, valued at \$442,733, imported during the corresponding months ending with February preceding. Of imported hay we exported none during February, against 37 tons in February preceding; and during the eight months ending with February 45 tons were exported, against 229 tons, valued at \$2,026, exported during the corresponding months ending with February preceding.

We exported 3,696 tons of domestic hay, valued at \$52,106, during February, against 5,962 tons, valued at \$95,526, in February preceding; and during the eight months ending with February 32,884 tons, valued at \$489,420, were exported, against 35,746 tons, valued at \$584,523, exported during the corresponding months ending with February preceding.

Every Illinois grain shipper should be a member of the Illinois Grain Dealers' Association.

EXPERIENCE WITH AMERICAN ELEVATORS IN RUSSIA.

BY ALFRED F. BENDER, ENGINEER, ST. PETERSBURG.

The most striking evidence of the elevator system in Russia not being adapted to the actual conditions and prevailing customs of the domestic grain trade is that all of the seven elevators heretofore in operation have been working at a loss. In all instances the disappointing results were unexpected, and instead of the great benefits anticipated they showed that it did not pay to run the elevators. The estimated loss on these elevators is as follows, in rubles: At St. Petersburg, in 1890-92, 172,500; at Odessa, in 1890-92, 244,999.21; at Yeletz, in 1888-92, 31,734.97; on the four elevators of the Riasan-Uralsk Railroad Company, in 1891-92, 123,045.83; making a total loss at all the elevators of 572,280 rubles, or \$286,140. This includes interest on capital at 5 per cent., loss and profit in operation and estimated depreciation. And this is a conservative estimate. The supporters of the scheme for establishing an extensive system of elevators throughout the country will be sure to explain the failure of these elevators by their being so few in number, from their isolation and their being at too great a distance from one another for making a network or system. But, as shown by the first elevators in America and England, where single elevators did and in the latter country do exist and prosper up to the present day, a solitary elevator can exist without an elevator system and can make big profits provided there is a necessity for the house.

There is no such necessity in Russia owing mainly to the extreme cheapness of labor. Every Russian peasant or farmer is forced to work outside of his farm by the insufficiency of land to grow his crops, if he owns any land at all. As long as the labor market remains overcrowded the elevators must make their charges and fees commensurate with low wages, and to attract grain they must work at a cheaper price of they can. But working at low rates proves to be altogether unprofitable, especially when the elevator is under the disadvantage of never being in full operation. With the majority of Russian elevators the fees and charges are, in fact, rather high, though lower than in America; and if they were as high, or higher, as is the case with the charges at the St. Petersburg elevator, the consequence would be that but little grain, and that by chance, would enter the elevator.

How far, under such circumstances, the labor question is a consideration in the matter of handling grain may be seen by the examples at Hamburg and Antwerp. In Hamburg all efforts toward supplanting labor by mechanical appliances of a most skillful construction proved to be a complete failure, while at Antwerp the whole enormous mass of affluing grain is being transloaded, transferred, weighed, etc., by manual labor with the simplest appliances. Wages in Hamburg and Antwerp are considerably higher than in Russia. The cost of this work at Hamburg and Antwerp cannot be without significance in the Russian ports and trading centers. It should be considered of still greater importance because Russian labor is cheaper than any other in Europe, if not in the world. In this connection it may be of interest to quote the words of Mr. Petroff, engineer and professor at the Military Engineering Academy and at the Technological Institute at St. Petersburg, in a work on "The Transloading and Keeping of Grain and Transloading of Coal." He says: "It is easy to meet people who find fault with those methods of work [that is, loading and unloading by manual labor]. People considering them antediluvian, incommensurable with the actual engineering facilities and the progress of modern civilization; holding that the absence of various mechanical appliances for handling grain or coal to be transloaded or stored means depreciation of man, utter ignorance of technical science, or at least the result of a dead routine which does not care for an improvement of the present state of things. These people certainly forget that, owing to the adaptability of man to various conditions of work

and his ability to perform equally well the most different kinds of work, he, as an organism, stands immeasurably higher than the most perfect machinery. A machine can perform but a certain, and in most cases, but a single, and always the same work and is reduced to idleness as soon as another or different kind of work is needed. While man is becoming adapted to any difference or variation in the work he has to perform he maintains his livelihood and is satisfied with the ordinary daily pay, but the work of a machine costs the more the less it is in operation.

"If a machine is not run steadily the annual amount of interest on the money invested in its construction and for appliances accrues, not on the possible amount of work which could have been done if the machinery were in steady operation, but on the effective work really done. Under such circumstances the cost of the machinery's work increases, and sometimes so considerably as to make any competition with the labor market quite impossible. There are the examples of Antwerp and Hamburg. In the latter



AUGUST MARITZEN.

The wonderful advance that has been made in architectural achievements during this century has required men whose minds embraced a thorough knowledge of the work of the great masters of the past, together with great boldness and originality of thought. In designing the modern large grain elevators, malt-houses and breweries no elements which have been found to be useful in the past have been discarded. From time to time improvements have been made, buildings of newer and better designs have succeeded the older ones, until the vast structures of the present have arrived at almost the culminating point of perfection.

The architects of the present have been found equal to the task of providing suitable buildings made necessary by the large amounts of grain handled at our central markets, and the advanced scientific processes and the methods which are now used in the brewing and malting industries. Without doubt there is no

other class of industrial or manufacturing structures which affords better opportunity for the display of the talents of the architect and engineer, than the modern grain elevators, malt houses, breweries and distilleries or glucose and starch works. The great diversity and comprehensiveness of the necessary equipment, the magnitude of handling and storage capacities or excessive amount of output requires the construction of buildings of ingenious plan and design, solidity and almost mammoth proportions.

The subject of this sketch, in the construction of modern malt houses and breweries, has achieved a notable success. Mr. Maritzen takes a very high rank for the extent and diversity of his work and the importance and magnificence of his achievements. A great many of the largest and most prominent malt houses, breweries and distilleries of the country have been built after his plans and designs and under his personal supervision. He has made a life study of this particular branch of architecture and constructive engineering, and the success which he has achieved is the result of superior natural talents, constant study and the application of his knowledge to the solution of the various problems that have arisen in this class of architectural work.

A very adequate conception of the extent and scope of Mr. Maritzen's achievements can be obtained by a glance through his illustrated album of malt houses, breweries, distilleries, refrigerating and cold storage plants, etc., which will be sent free to parties contemplating the erection of an industrial plant. The designs, plans and specifications furnished by Mr. Maritzen are the results of years of experience, and the many magnificent buildings of his construction are

examples of the thorough practical application of his art.

TRANSFER ELEVATOR NEEDED AT CINCINNATI.

For some time past a joint committee of the Chamber of Commerce has been giving attention to weighing questions, especially with reference to grain, with a view of introducing a system which shall preclude the possibility of such complaints as have frequently arisen concerning the returns from this market, due to the practice by which the seller of cars of grain is accustomed to accept the scale weights of wagon load lots, incident to the removal of the grain by the purchaser from the car. This practice does not necessarily imply erroneous results or dishonest returns, but admits of an undue margin for error, and of the possibility of shortage from dishonest performance. There has been enough of this condition to throw more or less of a cloud over all the trade, and often to give ground for complaint as to results which are due to other causes. The grain receiving interest here, which is being represented by the committee mentioned, is thoroughly aroused to the necessity of action in this matter.—*Cincinnati Price Current*.

town, which, no doubt, presents a wealthy industrial center where culture and technical knowledge cannot, of course, be lacking, and where a great number of vessels with coal cargoes arrives every year, efforts have many times been made to supplant labor with mechanical power for transloading coal. Yet, in spite of all the skillful methods and devices applied, all of the attempts proved failures, and could stand no competition with laboring men. In transloading bulky goods of small value the cheapness of the work done is the first consideration. None of the means known or existing, whether with machinery or labor, should be rejected from prejudice. When transloading is being provided for, the first thing to ascertain is the cost of the work done."

This should serve as a point of departure to those contemplating the supplanting of manual labor by fine and powerful mechanical plants with complicated machinery; otherwise all those magnificent establishments can be forced into bankruptcy, being powerless to stand competition with labor.

[TO BE CONTINUED.]

The bucket shops in the West which have been caught by the advance in pork are closing up rapidly, leaving their customers in the lurch as usual.

DRYING GRAIN.

BY TRAVELER.

The wrecking of a wheat-laden steamer at Racine, Wis., and the burning of several well-filled elevators, reminds me of the fact that much grain is wasted every year because the owners do not know how to dry it. A Michigan miller gave away 8,000 bushels because the firemen had thrown water on it and some of it was badly scorched. A milling company of a Missouri town sold 30,000 bushels to a local brewer.

The buyers of the grain in the large elevators burned at Toledo last winter paid \$76,000 for it, and it is said they more than doubled their money. Much of the wheat they sold passed the inspectors as contract grade. The buyers of this grain dried it by a system of drying which is said will remove all traces of smoke so thoroughly that it can not be detected even when the flour from it is doughed up. However, the grain saved at Toledo was dried under the supervision of an expert who has given years of study to the subject and had the means at hand for doing the work well. The insurance companies received much more per bushel than is usual. The salvage they get is seldom large.

The attempts to save a portion of the wheat that was wet in the steamer E. A. Shores Jr., which struck on a reef at Racine, showed a remarkable lack of experience on the part of Milwaukee dealers who bought it. Some time after the wrecking of that vessel I passed a large warehouse on West Water street, in Milwaukee, and looking in I saw that the floor was covered with wheat to the depth of about a foot. Four or five doorways were all the apertures provided for the admission of light and air, and the gloomy room was made decidedly chilly by the wet wheat, which one man was turning over with a hand shovel. I learned that he had been turning the wheat over for two weeks and that the wheat was just as damp as when he began. The idea of blowing the grain does not seem to have occurred to the owner. An inexpensive arrangement could have been designed with little expense to the owner, and the expense for help would not have been larger, as two men could operate it easily. The watchman who stood about would then have been doubly valuable. A good steam dryer or a fanning mill would have dried the grain quicker than the turning. One would naturally expect wheat to sprout if kept damp very long at this time of the year, and especially would it be expected when the wheat was over a foot deep on the floor.

Every lake port which handles any grain should have a good grain drier. It could be made to pay for its construction in one season. I have visited two grain drying plants in Chicago and found each one doing good work. The best arrangement I have seen for drying large quantities of grain in a short time was made by placing a number of shelves on two opposite sides of a deep bin. The shelves were attached to the sides and slanted toward one another so that the grain when spouted in at the top of the bin ran from one shelf to another on the opposite side of the bin, spreading out in a wider stream until it reached the hopper bottom. A fan at the top drew hot air from the boiler room up through the grain as it fell over the shelves.

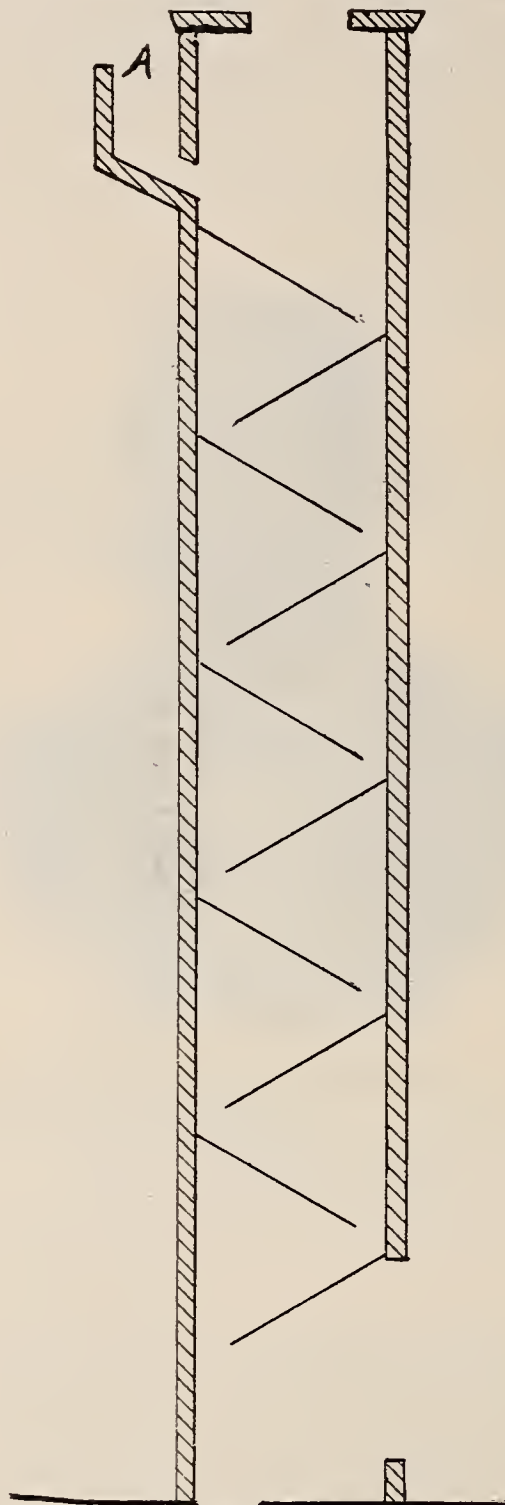
I saw another arrangement of shelves rigged up by a corn miller at Auburn Park, Ill., for drying corn, which was constructed on much the same plan as the drying bin, but it had the additional advantage of wire cloth shelves. In the dryer bins before referred to the shelves were made of wood. This arrangement was not constructed for the drying of large quantities of grain, although it had sufficient capacity to care for all that would be presented on ordinary occasions. The accompanying illustration clearly shows its construction. It was 12 feet deep, 2 feet wide and 1 foot through. The deflecting shelves are made of wire cloth and set at an angle of about 25 degrees. The corn was fed into the opening at A, and a spout from the opening at the top led to the separator fan so that a current of air was kept passing up through the falling grain, and it cooled the heating corn in a short time and at little expense. The advantage of the wire shelves is found in the fact that the meshes permit a freer circulation of the air. I think that the slant of these shelves and their arrangement could not be improved upon, as the grain will not travel fast and it

will travel over the entire length of each shelf. It dried heating corn successfully, and I feel certain it could be used with like results on any grain.

OVERCHARGES ON THROUGH SHIPMENTS.

One of our subscribers recently notified us of an overcharge (see "Queries and Replies") of \$8 per car, and we feel certain that others have suffered likewise. We take the following from the decision of the Interstate Commerce Commission in the case of Blanton Duncan vs. the Santa Fe Railway:

Demand by the terminal or delivering carrier, in cases of through shipments over lines composed of



A GRAIN DRIER.

two or more roads, of a greater amount of freight charges than is specified by the initial carrier in the bill of lading or contract of shipment appears to be of common occurrence and is a matter of almost constant complaint to this commission. It seems to be the rule on the part of carriers in such cases to detain the goods if payment is not made. The consignee is thus left the option of paying the extra charge, no matter how unlawful or unreasonable, or of being deprived for an indefinite period of the goods, which he often urgently needs in his business or for other purposes. If payment be made and the amount paid prove to be an "overcharge," the consignee is then compelled to seek repayment from the carrier, and this is generally found to be a matter of great difficulty, involving much correspondence and many references back and forth from one railroad official or department to another, lasting ordinarily for months, and sometimes for years. The trouble and delay in-

cident to such claims are so great and vexatious as to preclude the consignee from attempting to obtain satisfaction, where, as is generally the case, small amounts are in question. While for the most part the sum in each case may be small, the instances are so numerous that in the aggregate they involve a large and material amount. The shipment is made on the faith of the rate named by the initial carrier, and in cases of merchandise shipments the extra charge always lowers the margin of profit on the goods, and doubtless frequently causes the transaction to result in actual loss. The practice (as it may be termed from its frequency) of "overcharging" is a widespread evil which calls for a remedy. Where the demand by the delivering carrier is for an amount other than the regular published rate filed with this commission, it is made unlawful by Sec. 6 of the Act to Regulate Commerce, and, if done "willfully," is declared in Sec. 10 to be a misdemeanor punishable "upon conviction thereof in any District Court of the United States within the jurisdiction of which such offense was committed by a fine of not to exceed \$5,000." The time, expense and trouble which are required in prosecutions under this clause of the statute and the difficulty in making proof of the criminal intent are so great in comparison with the amount which may be involved in any one overcharge as to render such prosecution as a general rule impracticable. Moreover, it is not to be believed that overcharges are resorted to by railway companies "willfully" and systematically as a means of evading the law. The remedy, in our opinion, lies in the hands of the carriers and consists largely in adopting measures to prevent mistakes in the rate named to the shipper.

It is difficult to understand why mistakes in through rates should be of such frequent occurrence, and why, by the exercise of ordinary diligence, they may not be avoided. If the tariffs, classifications and rules of the railway companies or associations are so uncertain or complex and confusing that even a railroad agent, whose special duty it is to know them accurately, cannot advise shippers with certainty what the rates are, then either a simpler, more certain and less perplexing system should be adopted, or else agents of a higher order of intelligence should be employed. If the agents of the roads cannot readily understand the tariffs and classifications, how can a shipper be expected to do so? A system of tariffs and classifications unintelligible to shippers defeats the end and object of the provisions of the interstate commerce law and rules of this commission thereunder requiring the posting and publication of rates for the information of the public.

If the contract for shipment be for a greater than the authorized rate, it is manifestly not only a violation of law by the carrier, but also an imposition upon the shipper, who, it is to be assumed, would not knowingly agree to pay such rate. In a case of that kind there is no ground, legal or equitable, for the enforcement of the contract. Where the rate specified in the contract is less than the established legal rate, and the shipper "knowingly and willfully" obtains the transportation of his property at this illegal rate, he can, of course, acquire no rights under the contract; but where the shipper has not, or is not chargeable with, this guilty knowledge and intent, a different rule has been laid down in the case of the Mobile & O. R. Co. vs. Dismukes, decided by the Supreme Court of Alabama, Dec. 27, 1891 (4 Inters. Com. Rep. p. 200). The shipment involved in that case was from Cairo, Ill., via Mobile, Ala., over the through line formed by the roads of the Mobile & Ohio and Mobile & Birmingham R. R. Companies, to Sunny South, a station on the latter road. The value of the goods was about \$40, and the freight charge named in the bill of lading delivered to the shipper was \$5.44. The charge under the tariff of rates filed with this commission, it is stated in the opinion, would have been \$29.30. On the arrival of the goods at Sunny South, the consignee, Dismukes, tendered \$5.44, the amount specified in the bill of lading, and demanded delivery. This demand was denied, the agent of the company claiming the established rate of \$29.30. The consignee brought suit before a justice of the peace for the value of the goods and recovered judgment. On appeal by the company the judgment was sustained in the Circuit Court and finally affirmed by the Supreme Court of the state. The illegality of the con-

tract appears to have been relied on as a defense by the company. The following is an extract from the opinion of the Supreme Court in the case:

"The Mobile & Ohio Company agreed and bound itself to carry this consignment to Sunny South, Ala., and there deliver it to Dismukes for a certain compensation. That company has no right, under the law and its tariff of rates adopted, approved and promulgated as by law provided, to enter into any such contract; and so far as the company is beneficially concerned in it, so far as the contract might otherwise be relied on by the carrier against the consignee, it is void, as being in the teeth of the law of Congress, as the same has been put into practical operation, upon the carrying business of the company. But it by no means follows that the consignee has no rights under it, or, indeed, any less or other right than would have been his had the rate set down in the bill of lading been the approved rate for the transportation. It nowhere appears that either the consignor or consignee knew that the stipulated rate was different from the approved rate. It is not in the contemplation of the interstate commerce law that persons dealing with common carriers should be held to a knowledge of what their published schedules of rates contain. These schedules are not part of the law which all men are held to know. . . . It is only when the shipper knowingly contracts for a rate differing from that therein prescribed that his act is denounced as unlawful and punished as a crime. The motive of this legislation, moreover, is the protection of persons dealing with common carriers. Its primary purpose is to prevent a resort on the part of carriers to the undue advantages which accrue to them from the circumstances of their relations to persons having need for their services. . . . To allow the carrier to draw the shipper, entirely ignorant of the schedule of rates approved by the commission, into a contract of affreightment upon which the goods are delivered and carried, at a stipulated rate which the shipper can afford to pay—as in this instance, about 12½ per cent. of the value of the property—and then refuse to deliver the shipment to the consignee, except upon payment of a rate which he cannot afford to pay, in this instance, 75 per cent. of the value, and upon which the property would not have been shipped at all, would be to put a construction on the law of Congress which its terms do not require or justify, and which would defeat the purposes which actuated its enactment. True it is that the contract here is one which the Mobile & Ohio Company had no right to make. True it is that its execution on their part involved a crime. But the act of the shipper in entering into it is not, in the absence of knowledge on his part of the schedule rate, tainted with criminality, or violative of any provision of the interstate commerce acts. He is not *in pari delicto* with the contracting carrier; and he is entitled to the protection of that principle of law which enforces such a contract in behalf of the innocent party to it—a principle which we conceive to be logically sound and thoroughly settled upon authority. See *Tracy vs. Talmadge*, 14 N. Y. 162, and numerous later cases, which are cited and discussed in a note to that case as reported in 67 Am. Dec. 153."

Nearly one-fourth of the year gone and not a grain charter yet. Where does the trouble lie? Won't someone come to the rescue with either an explanation or a charter? the latter much preferable, especially to the beach-combers.—*Journal of Commerce, Baltimore.*

In order to meet the wishes of the majority of the hay shippers and receivers of the United States, it has been definitely decided upon by the executive committee of the National Hay Association to hold the next annual convention at Cincinnati, Ohio, on September 24.

Potatoes in England are twice as high as they were a year ago. They sell at retail at 25 to 30 cents a peck, whereas a year ago they were plentiful at 12 cents a peck. The *Liverpool Corn Trade News* says that the scarcity of potatoes is causing an increased demand for flour, which is really cheaper per hundredweight than potatoes.

THE SYSTEM OF GRAIN INSPECTION; ITS ESTABLISHMENT AND GROWTH.

NO. XIV.

The first report on the inspection of flaxseed at Chicago was presented to the president and directors of the Chicago Board of Trade on January 1, 1883, by S. H. Stevens, who had assumed the office of flaxseed inspector the year previous. It was the aim of Mr. Stevens from the time of his initiation into office to eliminate as far as possible from the manner of conducting the inspection all methods which led merely to a conjecture as to the grade of the seed, and to substitute only the known and the positive. The methods which he inaugurated have proven most successful. During the thirteen years in which he has held the office of flaxseed inspector the department has given entire satisfaction, and in rare cases has there been cause for any complaint.

The inspection of flaxseed previous to this time had been desultory and void of any very satisfactory results. There had been no daily published report of the inspected receipts and shipments, and much confusion was experienced by a too great variation of the standard which was observed in determining the grade.



TESTING ROOM OF THE FLAXSEED INSPECTOR.

With the beginning of the year 1882 the committee to whom was entrusted the department of flaxseed inspection determined that all trading in flaxseed should be on what they termed a pure basis. With this end in view they caused to be enacted detailed rules of inspection, established grades and made radical changes in the process of inspection as it then existed. It was required that the sample of receipts should be taken from cars by the use of a geared screw sampler, which was invented by Mr. Stevens, and that there should be no comparative analysis, but that the test should be a certainty, as near as practicable with the sieves declared standard. It was also required that the sample of shipments should be taken by the use of a long grain trier from the hopper of the warehouse shipping scale.

The committee presented a system of storage and delivery by which flaxseed was received and shipped with the same facility as grain. The elevator interest, wishing to contribute its share to the advancement of commerce, decided to accept the system presented and to receive and store in common according to grade, but regardless of per cent. of impurity, and issue net receipts therefor. The persons storing should pay or receive the difference between the test of receipts surrendered and the certificate of analysis of cargo or lot delivered by virtue of such surrender.

We give herewith a view of a room in the office of the flaxseed inspector, where the test for impurities is made and the samples stored. Some of the tools used by the flaxseed inspector are decidedly unique. Our illustration shows two marble top testing tables, with shelf on back for tools and samples of flax to be tested.

The sieves which are used to separate the impurities from the seed are double sieves, which fit within one another. The meshes of one sieve are 3x16, being 3 meshes to the inch one way and 16 to the inch the other way. The other sieve is 16x16 meshes to the inch.

The large and small double-ended, funnel-shaped tin dishes are used to facilitate the rapid and safe analysis of the seed.

On the shelves in the rear, which extend from the floor to the ceiling, are paper bags containing an average pound sample taken from each carload of flaxseed inspected, to be held sixty days, for the protection of all interest. Each sack is labeled, showing the initial and the number of the car from which it was taken, the date, percentage of impurities and its condition.

Lying on the shelf at the rear of the table is a patent geared screw sampler. When it is to be used it is placed erect resting on the top of a carload of flaxseed; then when the crank is turned briskly it cuts its way down through each layer of seed, taking up and depositing on a canvas, placed to receive it, an average to the very sand and dust sprinkled on the car floor beneath the seed.

The testing scales shown are of a special design invented by Mr. Stevens especially for this work.

Each table is covered with a sheet of tough check paper, 22x28 inches, which is used to rest the sieves upon and to catch the impurities.

The long trier is 8 feet long and made of steel expressly for this department. It is used for sampling bins and cargoes after they are loaded.

The brass trier shown is the universal trier, used everywhere for securing samples of seed and grain loaded in cars.

The 6-foot trier leaning against the sacks is a brass tube with oblong openings on one side. It is used for sampling flaxseed from warehouse to lake and rail transportation.

The samples of flax straw hanging on the right are long and straight and were grown for fiber only, about one and a half bushels of seed being planted to the acre. Both samples are from Kansas and were awarded a premium at the World's Fair. They were grown from samples of seed sent out by the Agricultural Department. The samples on the left were grown for seed and planted about one-half bushel to the acre. The sample on the right is from Nebraska, the one on the left is from McHenry county, Illinois.

Lamps are provided so the work of testing for impurities can be conducted at night.

The little ladder is not a tool of the flaxseed department, but is a relic much valued by Mr. Stevens. It was designed and used by him when inspecting grain in Chicago in 1860.

A small tin trier is shown in the illustration which is probably the first grain trier ever made. It was made and used in 1858 by an elevator foreman of Gibb, Griffin & Co. It was made by a tinner, being nothing more than a tin sleeve to go over a broomstick. The end is flat, so it was difficult to push it into the grain. A like trier was still in use when Mr. Stevens entered the old grain inspection department. After many experiments in material and workmanship the present, not to be improved, grain trier was evolved.

A trier from Belgium is also shown in the illustration. It is used for sampling bags, the grain and seed being handled in four-bushel gunny sacks.

Poor crops resulting from bad seed would not occur so often if farmers always knew where good seed could be purchased.

The man who makes two blades of grass grow where only one grew before is no greater benefactor to the public than the man who, by advertising, induces a farmer to use a superior grade of seed to the one he has been using.

According to Secretary Smith of the New Orleans Board of Trade the rough rice receipts at that city in March amounted to 9,099 sacks, against 35,579 sacks in March, 1894; and the receipts since August 1, 1894, were 670,462 sacks, against 843,836 sacks in the same time in 1893-94. No clean rice was received in March, 363 bags received since August 1.

FARM PRODUCTS FROM A GRAIN DEALER'S STANDPOINT.

[Extract from a paper read by D. McAlister of Columbus, Ohio, before the Franklin County Farmers' Union.]

"Farming and Farm Products, as Viewed from a Grain Dealer's Standpoint," is the subject assigned to me. What shall I say upon it? My illustrious countryman, or, rather, that illustrious poet, whose home was the home also of my paternal forefathers—Robert Burns—once wrote an answer for the question in his "Advice to a Young Friend," as follows:

I lang ha' thought, my youthful friend,
A something to ha' sent you,
Though it should serve no other end
Than just a kind memento.
But how the subject theme may gang,
Let time, and chance, determine;
Perhaps it may turn out a sang,
Perhaps turn out a sermon.

In this he very nearly expressed my purpose and my feelings of uncertainty at this time. Whether to treat the subject lightly or to complicate it in a bewilderingment of statistics, as is usually done, or still again to moralize upon it, I feel myself almost unable to determine; and yet I think that to talk familiarly with you upon the subject—to come close to you, in a neighborly way, with a few practical illustrations thrown in—will serve the purpose intended best, without regard to whether what I may say be termed a song or a sermon.

Fifty years of contact with the farmers of Ohio and forty of experience on "the standpoint of a dealer" warrant me in believing that even a sermon—and a good, stiff sermon at that—might be listened to with advantage to both sides. Farming, from the standpoint of a dealer, particularly if he be a thoughtful and observing man, is one of the most laborious, most hazardous and most exacting occupations in which a person can engage. To carry it on successfully, through all its various phases, involves an equal skill with any of the lofty federal positions—even that of the presidency itself. There is not, in my judgment, a civil service position in the United States demanding an equal amount of ability, and yet we are in the habit of thinking that farm products grow of their own accord.

In business we are told but one in ten succeeds, and farmers, being also business men—although of another kind—must come within the rule. Since, therefore, not more than 10 per cent. of all engaging in the work can succeed perfectly, and, since the average active business life of a farmer is probably not more than 15 or 20 years, you may readily see the importance of making every season count; of always sowing properly selected seed, and having the ground properly prepared, and of gathering the grain carefully at proper times. One year lost is the twentieth part of the average man's business life. No one can afford to lose it. Fortunes that are not made, or at least well under way, within 15 years after the age of 21 are rarely, if ever, made at all. It therefore behooves every farmer to apply himself in his youth, always studying the best methods, and using the best appliances within his means. In his little neighborhood dealings the strictest honesty should be observed. It is better not to deal at all than to overreach one's neighbor in a trade. A "smarty," all must know, is never liked, nor can he prosper after being known as such. No scheme of fraud should ever be engaged in, such as mixing or adulterating articles of food or other products of the farm. The law may never reach the man who does it, and he may even seem to prosper in his work, still all such schemes but tend to crab the mind and pave the way for failure in the end.

All contracts, after being made, should be fulfilled with care. No man should trade his reputation for money; not even though he lose a difference on his crop. A reputation lost is hard to be regained.

Some years ago a gray-haired man, of distinguished air, came into my office and sold me a lot of oats—400 bushels—to be delivered in a given time. The time for the delivery came, and yet no oats. Some two weeks later the same distinguished-looking person called and asked the price of oats again. I told him oats were higher; that I could pay him more than

what we had agreed upon had we not made a trade before.

"You didn't buy any oats from me," said he, assuming a defiant air.

"I surely did," said I, turning to my records.

"Did you pay me anything on the oats?" said he; "you know you cannot hold me to the trade unless you show you did."

Someone had told him that was law, and he seemed to have no sense of honor. That man was in my office often afterward. I never traded with him. The veriest scavenger within the county could have sooner had my confidence.

Another case: Some 20 years or so ago our firm was dealing largely in potatoes. A certain farmer—well-to-do and prospering—met me on the street and sold 200 bushels. I made the entry in my memorandum book and read it to him, as required by law to make such contracts binding. Two weeks later, passing down High street, I saw him unloading at a well-known store. I hurried on to avoid a controversy. My entry stands to-day uncanceled. Some years afterward he raised a crop of corn—several thousand bushels—and often stopped to know the market price. He drove a "spanking" team and handsome buggy. Going out to meet him, with all due respect, I always told him what such grain was worth. One day, driving up as usual, he said:

"I've come to town to-day to sell my corn, and want your highest bid."

Our former deal came to my mind; in fact, I had



D. MC ALISTER.

been "laying" for him. "Have you anyone here who will go your security," said I, "if I make a trade with you?"

"What do you mean?" said he. "Is it customary with you to demand a bond of every man who sells you grain?"

"No, sir; it is not. It is quite unusual; but yours is an unusual case. If I should buy your corn without a bond I should expect to get it only in case corn went down in price."

"What do you mean?" he asked, looking through the back of his buggy.

"I mean to say that you, in my judgment, would not do what you had agreed to do unless you were under bond to do it, if markets went against you."

"That's a bold statement; why do you make it?"

I related the potato episode.

Hesitatingly, he said: "I don't remember ever coming down to your place to sell potatoes."

"No, you don't remember coming down to my place to do it, for you sold them to me on High street, and while you deny it with your mouth you know it in your heart, and even as you speak your eyes are jiggling to keep from meeting mine, for fear I might look in and read the knowledge there. A man's conduct, you know, makes his character, and yours has warranted me in saying what I do. I am not talking, remember, to your neighbors or your friends, to do you injury, but to you, who already know that what I say is true."

With a sickly-looking smile upon his otherwise vigorous face, and with the remark, "Well, I must say you are very candid in your remarks," he drove away.

Looking after him, I half regretted what had passed; but still, I thought, no matter; a man who will not fill his contracts, and yet is so puffed up that it takes two horses to pull him, is not a safe man with whom to deal.

I have another case I must relate, lest you might think me prejudiced against a class. When you shall have heard it, judge the difference:

Old Johnny Buhlen of Truro township—whose mortal remains I saw let down into the grave last summer—was a glorious exception to this selfish rule. I have read somewhere, in some old book, that "as the little lamp sends forth its rays, so a good deed shines among men." Let us stand aside, therefore, that the rays may shine forth. The old gentleman had sold me several loads of grain, taking the pay for each load as delivered; then made a contract for his crop. When all was done, and I had counted out his pay—several hundreds of dollars—he took it in his hand, and separating a \$5 bill from the rest he passed it back to me. Thinking that he thought the bill spurious, I passed it back, saying, "That bill is all right; what's the matter?"

"Yes, I know," said he, "the bill's all right, but I don't want it."

Thinking, then, that I had given him \$5 too much, I asked to count the money over. "No," said he, "this is counted all right; but I most think you gave me \$5 too much the last time you paid me."

"Tell me the date and I will look over my work; if I made a mistake I can discover it." The date was given and the figures found. No error there. I remember it as if yesterday—\$18.45—and passed the bill to him again. "Oh, yes, Mr. McAlister, I know it was \$18.45 but I most think I had \$23.45 when I got home. I want no thorn in my dying pillow." To say the words surprised me would not be enough. They thrilled me to the soul.

With reference to the dealers—those who are with me on this standpoint of observation—and what they do, I wish to say a word before I close. I will speak of dealing first, and of the "option trade," as it is called; then of the dealer afterward. This branch of the trade is not well understood, nor is it rightly named. An option is a privilege. Consult your dictionary. The work referred to is that of dealing in "futures"—buying and selling for future delivery. Our ministers have styled it "gambling," courts have been resorted to to prove it such, while legislatures have sought to stop the work. It cannot be stopped. To do so would but paralyze all trade. No one can buy and sell at the identical same moment. We must either buy first or sell first. There must be a future risk in every deal, nor need the grain be shifted every sale that is made. The trouble comes from fools who have no grain, nor want it, paying dealers a per cent. to buy for them that which they cannot use, and what they have to pay again for closing before the deal falls due. The trade is much abused, and yet it is not gambling, for if it is, then all our deals are gambling. In June I see the harvest coming on. I sell in Baltimore 10 cars of wheat for August. August comes, with bad weather; I cannot get the wheat; the day of closing is at hand; I wire my agent there to buy 10 cars and close the deal. I may have made a profit, or I may have lost; it matters not; I did the best I could. Again, the rainy weather makes me think that prices will go higher. I order in Toledo 10 cars bought, and send the "margin" on. September comes; the contract has matured. If not closed out, or ordered shipped elsewhere, the wheat is shipped to me, and I must pay the draft. My margin guarantees good faith, nor am I asked what use I make of what I buy.

There is not a dealer in the state, of any magnitude, who does not buy for "future" throughout all the West, and ship the grain to other points; or sell it at the point of purchase, as advantage justifies; or who, upon the other hand, sells in the East, and picks it up, by wire, throughout the West, to fill his sales.

To show you that the stuff will come when margined, I will cite a case: Some dozen years or more ago our firm concluded in the fall that the price of seed would be higher in the spring, and wired our agents in Chicago to buy two cars of timothy for February. The seed was bought and margins sent along. We did not want the seed. We had no trade to take it, and thought to close it out, but overlooked the date. The 1st of February came. The morning of

the 3d the draft was here for payment, with two cars of timothy on the road.

If there is a minister in this city who thinks that dealing in futures is a myth, let him margin a 5,000-bushel purchase for April in Toledo, for instance, and see if he does not get some wheat by or about the 3d of the month. The work is only dangerous for the reason that all speculation is dangerous; there is nothing unlawful in it.

Dealers, as a rule, I have found to be honorable men; though there are a few—and the number seems to be increasing throughout the country, I am sorry to say—who fail to stand up firmly under adversity. For such I have no apology to make. No man can afford to deal with another who will not do as he agrees, much less with one who willfully defrauds him in his weights.

Another illustration and I am done. A certain opponent of ours—though many years ago, when profits were much larger than at present—had found it profitable to say to his patrons: "Go all around the town and see what you can get bid; we will give you that and one cent more." We were buying corn at 45 cents, and had just made a sale at 50 on board the cars. A man came in to get a bid; he had 1,000 bushels. I bid him 50 cents, and told him to go back and ask 51. Within an hour he came again—results, they "flew the track."

"You didn't take my bid," says I; "I could not make it now."

He looked surprised, and yet acknowledged I was right. To prove good faith, however, I took the corn. I could afford it well. It cost me almost \$50, but I never heard of "one cent more" again.

Another scheme is for the dealer to see a farmer after he has sold, and say to him: "I could have paid you more."

Still another, when out of stock himself, to quote the selling price at less than cost to crush the "other fellow." All these are questionable methods.

Gentlemen, I thank you for your attention.

SEED EXPORTS AND IMPORTS.

Seeds valued at \$342,097 were exported during February, according to the last report of the Bureau of Statistics, against an amount valued at \$615,955 exported during February preceding; and during the eight months ending with February seeds valued at \$2,329,128 were exported, against an amount valued at \$7,382,832 exported during the eight months ending with February preceding.

Clover seed aggregating 2,907,116 pounds was exported during February, against 5,303,338 pounds in February preceding; and during the eight months ending with February 19,193,883 pounds, valued at \$1,779,165, were exported, against 42,510,881 pounds, valued at \$4,266,273, exported during the eight months ending with February preceding. Cotton seed amounting to 1,111,128 pounds was exported during February, against 2,320,570 pounds during February preceding; and during the eight months ending with February 8,370,978 pounds, valued at \$68,581, were exported, against 5,275,576 pounds, valued at \$40,453, exported during the eight months ending with February preceding.

There was no flaxseed exported in February, against 586 bushels in February preceding; and during the eight months ending with February 1,195 bushels, valued at \$1,396, were exported, against 2,047,815 bushels, valued at \$2,426,253, exported during the eight months ending with February preceding.

Timothy seed aggregating 743,594 pounds was exported during February, against 619,256 pounds during February preceding; and during the eight months ending with February 3,114,755 pounds, valued at \$175,582, were exported, against 5,914,352 pounds, valued at \$260,171, exported during the corresponding months preceding.

Other seeds aggregating an amount valued at \$24,664 were exported during February, against an amount valued at \$50,264 exported during February preceding; and during the eight months ending with February other seeds valued at \$304,404 were exported, against an amount valued at \$389,682 exported during the eight months ending with February preceding.

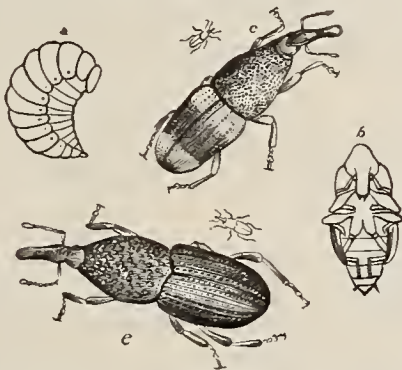
Flaxseed aggregating 332,430 bushels, valued at

\$329,210, was imported during February, against 1,798 bushels, valued at \$2,511, during February preceding; and during the eight months ending with February 2,420,599 bushels, valued at \$2,952,673, were imported, against 123,216 bushels, valued at \$132,195, imported during the eight months ending with February preceding. Other seeds valued at \$59,810 were imported during February, against an amount valued at \$29,187 imported during February preceding; and during the eight months ending with February other seeds valued at \$564,931 were imported, against an amount valued at \$305,629 imported during the eight months ending with February preceding.

ANSWERS TO QUERIES, AND NOTES ON INSECT INJURIES IN ELEVATORS.

BY PROF. W. G. JOHNSON, CHAMPAIGN, ILL.

A New York grain inspector writes me as follows: "I have read a contribution of yours in the *American Miller* which interested me very much. I am at present, and have been for the past eight years, a grain inspector and in that capacity have had considerable experience with the subject of your discussion, 'The Flour Weevil,' but mostly in connection with grain in bulk after it is harvested. It is my opinion that if grain infested by this pest is handled carefully there is no need of allowing them to do the damage they do. I agree with you when you say 'absolute cleanliness is one of the best eradicators.' On discovering weevils in grain my first step is to blow the grain with a very strong blast of wind from the elevator blower. This takes out the weevil and worms. This process is repeated about every two weeks, and if continued



through the winter, taking cold days for the operation, there is not much insect life in the grain in the spring. They do most damage in elevator bins. They colonize in the grain and in some way, which I cannot explain, they cause the wheat to heat and if not disturbed will burn it out like charcoal. In such spots I find millions of weevil and the hot grain matted together with a light fibrous substance which resembles cobwebs. I have taken masses of wheat from a bin as large as a bushel basket, and so hot I could scarcely handle it. I have two or three hundred thousand bushels of wheat in my charge at present that were infested with weevil last fall, but it is a hard matter to find one in it now."

Specimens of these creatures were not sent me for examination, but from the description of the injury done I should judge that they were not the flour weevil (*Tribolium ferrugineum*), but a species very different, which the ordinary observer would take to be identical with it. There are quite a number of these insects, which, from general appearance, seem to be alike, but when their structure and habits are considered they are very unlike. It is important, therefore, that material be sent me along with any query that may be asked regarding insect injury in mills and elevators.

I am of the opinion that the insect referred to by the grain inspector is the red grain beetle (*Silvanus cassiv*, Relche), a small reddish-brown creature about one-tenth of an inch long, and in general outline and make-up resembles the flour weevil. The red grain beetle lays its eggs at the base of the kernels of corn and wheat and the larvæ or worms hatch in a few days from these and bore into the kernels at the softer portion near the base. Several worms may enter the same seed, it not being uncommon to find half a dozen in one kernel. These worms mature in about three weeks and then transform to the pupal stage from which the adult emerges in about two weeks. The

presence of the larvæ within the kernels is not easily determined from external appearances as they eat, as a rule, only the softer portion of the seed. When mature the insect eats a little round hole through the outer layer of the kernel and emerges, leaving only the empty shell of the seed behind. It is thus seen that these creatures are prolific breeders, and care must be taken to check their multiplication in the beginning or a mill, or elevator, or granary is soon overrun by them.

The same gentleman wrote in a second letter that the insect infests both winter and spring wheat, but that they seem to choose the soft varieties; and says he never found them in the hard Scotch life wheat of the Northwest but once, and then he had reason to believe it was infested by coming in contact with other wheat in their elevators. In this wheat he says he found that they attacked only the very soft kernels. From these descriptions it seems quite plain that he had the red grain beetle to deal with.

A grain dealer in Kansas writes: "In response to your article in the *AMERICAN ELEVATOR AND GRAIN TRADE* for March I mail you a package containing infested grain (wheat and corn) taken from under my bins in my elevator. Rats are also quite plentiful in the building. I desire to hear from you through the journal if you can tell me what to do."

An examination of this material shows that there are two species represented; one the red grain beetle (*Silvanus cassiv*), and the other a snout beetle which does considerable injury to stored grains, especially wheat, corn and rice. It is properly known as the black weevil (*Calandra oryzae*, Linn.) and is represented in the accompanying figure at *c*; *e* is the grain weevil; *c* black weevil. Natural size shown by smaller figures, *a* larva; *b* pupa. I will have more to say about these insects at some future time.

I would suggest that the stock be reduced as low as possible, and every machine, elevator and bin subjected to a thorough cleaning. Burn up old bags and every piece of rubbish that would be liable to shelter an insect. When this is done fill the elevator with bisulphide of carbon, especial attention being paid to the bins and parts of mill worst infested. This should be done on Saturday afternoon and the elevator kept tightly closed until Monday morning. The bisulphide of carbon is as destructive to rats as to insects, and if applied properly will kill every living thing about your elevator. Care should be taken that all holes are stopped up so that the animals cannot escape.

From the information I now have in hand I am convinced that insect injuries to stored grains and manufactured products are far more serious than have been supposed. I hope grain dealers will continue to question me and send me samples of foods and grains infested with pests whenever such material comes to their notice. With the material now in my possession I shall be able to clear up many points in the life histories of some of these pests, and will be better prepared to suggest remedies.

[ANSWERS TO QUERIES CONTINUED NEXT MONTH.]

No grain dealer can afford to withhold his support from the Illinois Grain Dealers' State Association.

The Illinois Grain Dealers' Association has about 125 active members and 400 more who will work with it. The membership should be increased to include every dealer in the state.

A Farmers' Alliance fiend of Minnesota has a scheme for reducing the charge for transferring grain at the central markets of that state, which if put into force would cause a continual blockade and much dissatisfaction. He wants the railroad commission to force the carriers to adopt appliances for weighing and transferring wheat from incoming to outgoing cars without putting it through an elevator. The grangers claim that the identity of wheat could thus be preserved, and the mixing of lots by elevator men to bring up grades would be prevented. This, they argue, would tend to build up for sections raising superior grains a reputation which would be of great value to them. It is claimed that this work could be done at a cost of one-quarter cent per bushel, as opposed to three-quarters cent now charged by the elevators for transferring and 10 days' storage.

NEBRASKA.

Let everyone his fears disarm
And look ahead with cheer:
On every fertile field and farm
The corn will sprout this year.

The gentle rains will fall apace,
As in the days of yore,
And give to nature's frowning face
A pleasant smile once more.

The rustle of the bladed corn,
The growing of the vine,
Will greet the rural ear at morn
With melody divine.

Prosperity will come to stay—
Then farewell pain and grief—
We'll never have to send away
For any more relief.

—Doc. Birby in *Nebraska State Journal*.



[We invite correspondence from everyone in any way interested in the grain trade, or all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

SHIPPING AT TACOMA.

Editor American Elevator and Grain Trade:—According to the report of the harbor master of the port of Tacoma, Wash., for the month of February, the total exportation of breadstuffs was as follows: Wheat, foreign, 554,317 bushels, valued at \$214,000; flour, 20,496 barrels, valued at \$49,593. The inward registered tonnage was 67,046 tons; outward registered tonnage 58,425 tons; inward cargoes, 5,465 tons; outward cargoes, 60,729 tons. The deep sea arrivals were 45.

SAMUEL COLLYER,

Secretary the Tacoma Chamber of Commerce.
Tacoma, Wash.

BUILDING IN NEBRASKA.

Editor American Elevator and Grain Trade:—The Omaha Elevator Company has just finished a 30,000-bushel elevator here, although there hasn't been a bushel of grain shipped from this place since last July. Our corn did not average one bushel per acre here last year, and we have been shipping in grain for feed and seed. But it seems the Omaha company hasn't lost faith in this part of the country yet. The heaviest rain we have had in eighteen months fell March 31 and April 1, soaking the ground in good shape.

Yours,

W. E. KINSELLA.

Madison, Neb.

THE CENTAL: NEBRASKA ITEMS.

Editor American Elevator and Grain Trade:—I should be glad to add my mite and might to assist in abolishing our senseless bushel system. There is nothing to be said in its favor, and no argument is needed to convince everyone of the advantages of the cental system. Could we not make a unanimous demand that will command obedience, that on a certain day in the future in every state in the Union the cental system shall be adopted by every recognized authority? It seems to me that all that is necessary is unity of action and a leadership—which we will all gladly accord to the AMERICAN ELEVATOR AND GRAIN TRADE.

The grain business in Nebraska the past season has been but the shadow of the past, but I have had quite a nice business shelling west-bound corn destined to the drouth affected portions of Kansas and Nebraska. I have shelled about 400 cars in connection with the other work of my cleaning house of the crop of 1894. Harris Bros. & Co. of Lincoln, Neb., have been succeeded by the Lincoln Grain Company. They have about 80 elevators in Nebraska, Kansas and Missouri, most of them closed on account of last season's drouth. There is a good deal of corn on hand in Southeastern Nebraska and Eastern Kansas, but what now remains is in the hands of those who are able to hold and who believe in higher prices. There is much old wheat in

farmers' hands yet, but nothing will force it to market except high prices or weevil.

NEBRASKAN.

THE USE OF WIDE TIRES.

Editor American Elevator and Grain Trade:—Possibly the article recently issued by the Agricultural Department, compiled by Roy Stone, special agent on road inquiry, containing information concerning the use of wide tires on wagon wheels, did not come to your notice. I think by giving it circulation in the AMERICAN ELEVATOR AND GRAIN TRADE you would be aiding a deserving cause.

Mr. Stone regards it of special importance in the maintenance of public highways that the vehicles used on them shall have tires of greater width than are now in general use. Extracts from the state laws respecting the width of tire to be used on vehicles are given, some of which offer a rebate of a portion of the highway tax for the use of wagons with tires not less than three inches wide. Ohio makes it unlawful to transport over macadamized, gravel or stone roads, in any vehicle having a tire of less than three inches wide, a burden of more than 2,000 pounds. Indiana has a law against hauling on a wet gravel road a load of over 2,000 pounds on a narrow tired wagon, or over 2,500 pounds on a broad tired wagon. The results of experiments with wide tires in various other states are also given.

The bulletin, in concluding, prints extracts from the consular reports concerning the width of tires prescribed in various foreign countries. In France every freighting cart is said to be a road maker. Their tires are from three to seven inches in width, usually from four to six. The German law prescribes that wagons for heavy loads such as coal, brick and stone, must have a width of tire at least four inches. Switzerland requires wagons to be provided with wheels having tires of a width proportional to the largest loads admissible.

I am of opinion the French law enforced in this country would go a long way toward solving the problem of good roads and be a very large saving to the taxpayer.

Yours truly,

J. AUSTIN BROWN.

Chicago, Ill.

PROTECTION AGAINST BILL OF LADING FRAUDS NEEDED.

Editor American Elevator and Grain Trade:—The grain commission business is much smaller than ever before. Owing to the fact of declining markets for the past three years the dealers who have consigned grain have lost vast sums of money as compared with those dealers who accepted track bids, and as a rule we would advise the acceptance of track bids as being most satisfactory. The dealer then runs no risk of the market. The present outlook is for some arrangement to be made upon a fair basis for a parity of gold and silver, and this should mean advancing prices for grain, and then consignors would again be the gainers.

We will pay drafts for 75 per cent. of value, and when it is considered that the city dealers pay freight and other charges out of the 25 per cent. there is but little margin required. No class of merchants work as close as grain commission merchants. Let us state the profit the commission merchants make on 500 bushels of consigned wheat. The value at 55 cents of 500 bushels is \$275, and at one-half cent per bushel commission the merchant makes just \$2.50. Where in any other line of business is \$275 in use for 8 to 15 days and but \$2.50 made from same? Of course it is only by doing a large business that anyone can live by this. We send remittance for grain the day of sale. In no other market than Toledo is this done, many Eastern markets not remitting for three to four weeks. So a shipper can handle his money two and three times in the West to once in the East. Where reputable shippers say a car contains a certain amount as a rule it is correct.

What should be done to insure correct business in the shipping of grain is this: No agent for a railroad company should be permitted to sign a bill of lading without first gauging the grain in the car and then sealing same. By a very simple arrangement any agent could gauge a carload within 25 bushels, and this would prove a barrier to any designing scamp who might endeavor to work the grain dealers on false bills of lading. Your immense paper can en-

gage in no worthier work than uniting the city and country grain dealers upon some common ground, where rules could be made for the protection of each as against bill of lading frauds, and we trust this present movement of yours may bring about the result, for we claim that our interests are identical, and that neither can claim they alone are right.

Yours truly, THE ABNER L. BACKUS & SONS CO.
Toledo, Ohio.

SOME REFUSE TO RETURN AMOUNT OF OVERDRAFT.

Editor American Elevator and Grain Trade:—We have heard some country shippers complain that the commission merchants in certain large markets were getting the big end of the deal on consignments. The most liberal construction we can place on such remarks is they are from people who must be entirely unfamiliar with the way business is transacted in the East. The commission men must be credited with working cheap enough—in fact, entirely too cheap considering the risks they take. The commission man is at the mercy, in many instances, of the country shippers. He is expected to pay their drafts as presented, and in many cases they pay them, as you might say, entirely in the dark. Many shippers have a very crude way of advising the commission man of shipments, and very often there is a total absence of any invoice. Consequently an overdraft is made, or, in other words, when the account sales are made up we find we have advanced more money than the amount of the net proceeds of the consignment.

The matter of overdrafts is getting to be a very serious thing with the commission man, and when we are dealing with a shipper who is unfamiliar with the ways of business, who is irresponsible or inclined to be tricky or dishonest, he is very apt to harp up some excuse for not paying us for an overdraft. In some cases he will state we did not get as much for the stuff as he expected, or that we did not get the price we quoted at the time he shipped, entirely overlooking the fact that when we quote an article it is for that day and time only. No shipper should have any reason to expect that prices a week or month after quotation would be the same. We know some commission men who make it a rule never to pay a draft unless they have in their possession an invoice properly filled up stating what the consignment consists of, and we think it is a very good custom. We regret to say we do not always insist on it, while we believe we should do so.

We are willing at all times to make advances with the proper bill of lading in our hands for 75 per cent. of the value of the goods shipped, and in many cases we are willing to advance much nearer the full value than that, especially on graded grain with the proper certificate of grade and weight attached. All balances are promptly paid when the account sales are rendered, which, in the case of grain, would be within a few days, hay and straw within ten days from the date of sale. Our commissions are as follows: On wheat, whether sold for export or local trade, 1 cent per bushel; corn, when sold for export, $\frac{1}{2}$ cent per bushel; corn, when sold for local trade, 1 cent per bushel; oats in all cases $\frac{1}{2}$ cent per bushel; hay and straw 50 cents per ton, with all sales guaranteed; no extra charge for this guarantee. The only other charges in addition to our commission are actual expenses incurred. On grain, when sold promptly on arrival, we charge the shipper inspection, and if it goes into the elevator the cost charge for insurance, interest at 6 per cent. on the amount advanced from the time the draft is paid until the stuff is sold. These items, of course, are very small.

But there is one other matter we have to contend with, and that is the system of credits, which on local stuff is a very serious thing. For instance our sales of grain to the local trade, of which oats are the principal things, are made on a basis of ten days, but often we are compelled to wait thirty days. All sales of hay and straw are made on a basis of thirty days' credit, but in many cases we do not get our money until sixty days. You can readily see that by giving these credits we often lose money by failures in business. We have not been in the habit of charging any interest on advances on hay, the simple item of 50 cents per ton including everything. Considering the risks and everything else concerned there is no money

being made by the commission men. Shippers must take into consideration that a commission office in the East, well equipped for handling the business that may come to it, is run at considerable expense in the way of office rent, clerk hire, etc.

Yours truly, E. L. ROGERS & Co.
Philadelphia, Pa.

ADVANTAGES AND DISADVANTAGES OF THE CENTAL.

Editor American Elevator and Grain Trade:—Before arriving at a conclusion in regard to the advisability of using the cental unit instead of the bushel, it behooves the grain trade, consumers and producers to look into the matter carefully. The advantages and disadvantages of the proposed change should be thoroughly sifted and weighed. That there are advantages for some people under the present system is certain; that there would be disadvantages to them under a cental system is also certain.

In considering this matter there are two things, in the judgment of the writer, that should first be taken into account: The advantages and disadvantages of the change, the whole country being considered, and the various localities considered. Each section has its peculiar characteristics and customs, and the producers, dealers and consumers of one section are not familiar with the customs prevailing in other places, often near at home, to say nothing of sections in a distant state. For this reason let the discussion be wide and free and let all sections of the country respond to the invitation and give their views in the matter.

Speaking for the country at large, the writer sees the following disadvantages: First, the authors and publishers of the grain tables now in use would find no market for the books now printed, and those in the hands of buyers and dealers would be relegated to the waste basket or put in a glass case, to form the first of a collection of "Antiquities of the Grain Trade." To be sure, these might in after years be sent to our own National Museum or the British Museum and in time excite as much curiosity as the cuneiform rolls now do.

Second, all or nearly all of the telegraph cipher books now used in the grain trade would share the fate of the grain tables, at the cost of about \$1 per volume. Third, the cost of setting the type to write up the markets in our newspapers would be larger, as more type would be required; as, if oats be 40 cents per bushel the 100 pound rate would be \$1.25, being one figure more on such quotation. But the type-founders and compositors would be benefited, so what matter? Fourth, and most important of all, it is uphill work to change a custom. But true, earnest reform has never wanted followers, and if it shall please the grain trade to buy and sell per cental the cental champions can whip the others in.

For the entire country the advantages are as follows: First, the ease of counting the cost for the Eastern buyer. At present one is under the necessity of multiplying the rate by 32, 48, 56 or 60, as the case may be, while if the goods were sold at 98 cents per cental and the rate 10 cents per 100 we should not need to go to school so long. Second, the change would facilitate competition, and competition is the life of trade. Often a shipper would sell oats at \$1.24 per cental when he would hardly think of selling less than 40 cents per bushel. Third, we would have grain sold in conformity with kindred goods, hay, straw, etc., now being sold largely at a certain price per hundredweight. Fourth, domestic trade would be on a basis with export and be sold under the same unit. And, lastly, we have the government precedent, as all government contracts, particularly those with the army, have the unit of 100 pounds as the base.

We now come to the special advantages for this locality, and in order to consider the weight of these, something of the custom prevailing here should be understood. Pardon, then, the digression. Under the present system the wholesaler buys and sells by weight for all goods, but the retail dealer in feed sells all small quantities by measure. If the order be for 10 or perhaps 5 bushels the goods are weighed, but if the order is for a less quantity the goods are measured. Every wholesaler knows that he can get more for goods that test under standard than for good plump berried goods. The inquiry for light oats (not in color, but in weight), for bran that will not weigh

over 12 pounds, for middlings that will not weigh over 30 pounds, for meal that will weigh 44 or 45 pounds to the measured bushel, are everyday occurrences and bring a slight premium over goods that weigh standard or over.

The advantage to the retailer is manifest. He buys 32 pounds of oats for a bushel and measures them out, giving, say, 28 pounds, and thus receives two profits—one in weight and one in advance of cost price. While this is contrary to law, yet it is done daily, and no one makes it his business to disclose the trick. To be sure, it is not the customer who really suffers, but his stock, which is fed a greater or less amount at each feed, as the varying weight of the owners' oats, corn or other feed.

The advantages to the people here in a change would then be that the retailer would not be able to cut in price and make it up in measure. Second, there would be a tendency to improve the morals of the retail dealer. Third, the retailer would supply people with feed that would improve rather than deteriorate the condition of the consumer's stock.

By all means let each of us change and induce others to change the unit for selling or buying grain. The cental is the best.

JOHN B. DAISH.

Washington, D. C.

OUR BOSTON LETTER.

Editor American Elevator and Grain Trade:—There has been a change for the better during the past month. The late spring has probably helped things along. Snow is two feet deep in the woods of Maine, New Hampshire and Vermont. The demand for near-by feed has been good, but little is being offered, as jobbers do not care to be very long on this product at this time of year. Cotton seed meal has advanced about \$2 per ton in the past month.

Receipts and exports for the month of March, 1895, as compared with those of the same time in the preceding year, were as follows:

RECEIPTS FOR MARCH.

Articles.	1895.	1894.
Cotton Seed Meal, tons.....	1,129	1,546
Corn, bushels.....	706,618	818,890
Wheat, bushels.....	325,905	8,055
Oats, bushels.....	552,767	624,334
Rye, bushels.....	.....	.....
Mill Feed, tons.....	1,434	1,487
Oatmeal, sacks.....	7,420	460
Oatmeal, barrels.....	9,610	6,248
Cornmeal, barrels.....	4,960	7,660
Malt, bushels.....	21,200	24,396
Barley, bushels.....	67,295	100,610
Hops, bales.....	1,108	490
Peas, bushels.....	8,710	3,237
Buckwheat, bushels.....	500	.....
Flour, barrels.....	126,738	115,482
Flour, sacks.....	194,020	126,157
Hay, cars.....	1,433	2,343
Straw, cars.....	78	109

EXPORTS FOR MARCH.

Articles.	1895.	1894.
Wheat, bushels.....	519,335	536,173
Corn, bushels.....	335,517	582,875
Oats, bushels.....	4,778	1,080
Peas, bushels.....	3,001	5,584
Barley, bushels.....	.....	.....
Buckwheat, bushels.....	.....	.....
Cornmeal, barrels.....	4,089	4,450
Oatmeal, barrels.....	4,911	666
Oatmeal, sacks.....	7,889	2,710
Flour, barrels.....	20,851	16,828
Flour, sacks.....	159,902	153,429
Mill Feed, bags.....	13,562	4,625
Hay, bales.....	54,433	269,206
Straw, bales.....	.....	.....

J. B. Eaton has succeeded I. D. Richmond & Co. at Westerly, R. I.

The firm of Briggs & Co., Taunton, Mass., and Newport, R. I., was dissolved March 23. Chas. F. Briggs continues the business at Taunton under the firm name of Briggs & Co., and H. W. Briggs continues at Newport, R. I., as H. W. Briggs & Co.

Geo. A. Hills, of the firm of Hills & Upham, died March 25. C. C. Upham continues the business under the firm name of C. C. Upham & Co.

The members of the Boston Commercial Exchange contributed \$500 to the fund raised in aid of the Newfoundland sufferers.

BUNKER HILL.

The Illinois Grain Dealers' Association will hold its regular annual meeting at Decatur, Wednesday, June 19.

Queries and Replies.

Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.

No. 15. Why Does Grain Arrive Before a Rise or After a Decline?—I, a country shipper, have just finished reading your letters from commission merchants, and the editorial dismissing the subject. There is something we country people do not understand. Can someone tell us why our consigned grain always gets in just before a rise or just after a decline in the market? It is not possible this could make any difference to the commission man, is it—help pay rent, telegraph and postage, you know?—NELSE MANSEN.

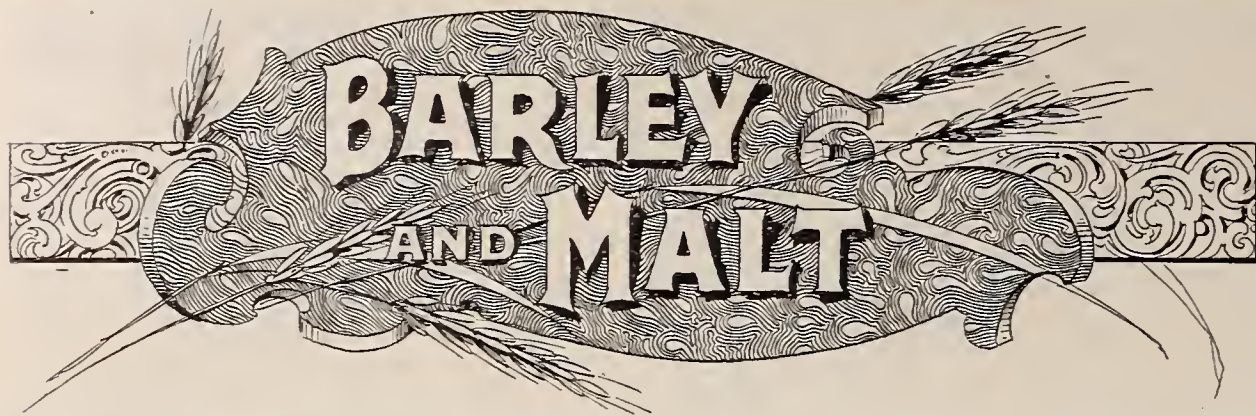
No. 16. Liability for Loss Caused by Error in Quoting Rate.—Some time since we wrote and asked our general freight agent for a rate on grain to a small interior point. We received his reply, sold and shipped the grain and paid \$8 per car more than the rate quoted. The traffic department acknowledges the facts, says it was an error of their clerk and that the interstate commerce law prevents them from giving the rate quoted. We wrote to the Interstate Commerce Commission, and their third assistant quartermaster general of the division of statistics advised us that they could not decide questions of law for us, or something to that effect. Now, we being plain country people, are at loss to understand what this means. Should it be interpreted as an invitation to a lawsuit? We have heard that the Interstate Commerce Commission protected railroads in discharging their employees without cause, and against strikes, but now, really, does it go so far as to protect them against loss occasioned by hiring cheap and incompetent clerks?—N. M. WALDRAW. [ANS.—The effect of error in contract of affreightment was decided by the Supreme Court of North Carolina in the case of Borden vs. Richmond & D. R. Co. The court held that, "Where, in reply to inquiry of its local agent about freight rates, a railroad company's general agent quotes a rate of 89½ cents per hundred, which by some error is received by the local agent as 69½ cents, and is so quoted to the shippers, who accept such rate, without knowledge of the mistake, there is a valid and binding contract between the shippers and the company, under which the latter is bound to ship the freight at the rate quoted by the local agent." We trust that our readers will give us more information on this point. If any have had a like experience, we would be pleased to hear of it.—Ed.]

MEETING OF CINCINNATI GRAIN RECEIVERS.

The Cincinnati Grain Receivers' Association held its quarterly annual meeting in the Chamber of Commerce April 4. Every firm holding membership in the association was represented. The meeting was with closed doors and was a veritable love feast. A free-and-easy discussion was indulged in, the rules were canvassed, and several rough edges against which certain interests had now and then bruised themselves were smoothed away. The secretary and treasurer made encouraging reports, and business was generally voted to be in an encouraging condition. On account of the flourishing condition of the association and the general good humor prevailing, it was voted to give a banquet at an early date.

A bill has been recommended for passage in the lower house of the Illinois Legislature to prohibit privilege trading, for the violation of which severe penalties are fixed. The opponents of the proposition say it will not pass.

Four boys who were caught stealing grain from a Santa Fe freight car at Kansas City, Mo., have been arrested on charges of burglary and grand larceny. They confessed to having been stealing from cars for a long time and said they disposed of their booty to a small grain dealer, who also has been arrested. A good case will be made, and it is to be hoped this prolific cause of shortages will receive a check at that point at least.



Koehler & Hermann have a new brewery at Moscow, Idaho.

J. C. McGraw is erecting a brewery at Harper's Ferry, W. Va.

John Kirst has succeeded Carl Kirst, brewer, at Newcastle, Pa.

John F. Betz & Son's brewery at Philadelphia, Pa., is being enlarged.

Scharbillig Bros. & Co.'s new brewery at Rice Lake, Wis., is completed.

Jacob Roeder has succeeded to Jacob Erb's brewing business at Monroe, Mich.

Wm. A. Miles & Co. of New York City intend to erect an addition to their brewery.

Delany & Meyer have succeeded to the brewing business of John Rast at Roseburg, Ore.

Bernard J. Helms has sold his brewery property at Sterling, Ill., to Ebenbauer & Frank.

John G. Beckstrum, brewer, has succeeded Maulback & Beckstrum at Forest Hill, Cal.

Martin Hoelle, brewer at Altoona, Pa., has been succeeded by Schimming & Wilhelm.

The Elk Brewing Company has erected a new brewery in Rayburn township, Pennsylvania.

The Standard Brewing Company of Baltimore, Md., has been placed in the hands of receivers.

Charles Rabenschlag has succeeded to Wm. M. Fischer's brewery business at Altoona, Pa.

The Marsh malt house at Dansville, N. Y., sustained damage by fire recently, amounting to \$3,000.

A receiver has been appointed for the Chas. D. Kaier Brewing Company of Mahanoy City, Pa.

John J. Lichter's malt house at Denver, Colo., was recently damaged by fire to the extent of \$5,000.

F. X. Mattman's brewery at Pembroke, Ont., was recently destroyed by fire. Loss, \$5,000; no insurance.

The California Brewing Company of San Francisco, Cal., will erect additions to its plant to cost \$5,000.

Extensive improvements are being made to Mrs. Johanna S. Stoeckle's brewery at Wilmington, Del.

The San Antonio (Texas) Brewing Association is making additional improvements at a cost of \$80,000.

The Kraus-Merkel Malting Company, Milwaukee, Wis., is putting in a 40-ton Howe Scale at its elevator "A."

The Chicago Malt and Grain Company has surrendered its charter, certifying to a dissolution of organization.

The Washington brewery at Cumberland, Md., was destroyed by fire March 29. Loss, \$30,000; insurance, \$14,000.

The Gutsch Brewing Company has been incorporated at Sheboygan, Wis., with a capital stock of \$130,000.

The Charles Kaestner Company of Chicago, Ill., contemplates the erection of a brewery at Jacksonville, Ill.

A brewing company is to be organized at Galveston, Texas, with a capital stock of \$400,000, and will erect a brewery.

John B. Manning & Sons, maltsters of Buffalo, N. Y., made an assignment recently; assets, nominal, \$4,180,556; actual, \$3,616,476; liabilities, \$2,625,728.

Chas. A. Stadler, maltster of New York City, is erecting a marine elevator on the water front of his malt-house. It will be built of brick and iron, and equipped with improved cleaning and separating machinery,

will have a capacity of 4,000 bushels per hour, and will cost \$22,000.

Popel & Giller are remodeling and improving their brewery at Warsaw, Ill.

The International Brewing Company has been incorporated at Philadelphia, Pa., with a capital stock of \$100,000.

The Kalispell (Mont.) Brewing & Malting Company has been organized to carry on Lindahr & Gamer's brewery business.

The Hubert Fischer Brewing Company has been organized at Hartford, Conn., and will operate Hubert Fischer's brewery.

The K. Schreier Brewing Company has commenced the construction of its new malt house and dry kilns at Sheboygan, Wis.

The American Brewing and Malting Company has been incorporated at Great Falls, Mont., with a capital stock of \$250,000.

An addition is to be built to the Louisiana branch of the New Orleans Brewing Association at New Orleans, which will cost \$15,000.

J. D. Iler's brewery at Rochester, Mo., made an assignment April 12. The assets are given at \$300,000, with liabilities \$167,000.

It is reported that the F. & M. Schaefer Brewing Company of New York City proposes to erect a large brewery, to cost \$750,000.

The Westphalia Brewing Company of Detroit, Mich., has been consolidated with the Ekhardt & Becker Brewing Company.

The Lone Star Brewing Company, San Antonio, Texas, contemplates remodeling and improving its plant, which will cost \$100,000.

George Neumeier has taken a partner in his brewing business at Kalamazoo, Mich., the style of the new firm being Neumeier & Wageman.

Bowlers Bros., Limited, brewers, of Worcester, Mass., have incorporated under the laws of New Jersey with a capital stock of \$100,000.

Powers & Draper have taken possession of the Mohawk Brewing Company's plant at Schenectady, N. Y., having succeeded that company.

The Hampden Brewing Company of Willimansett, Mass., has been incorporated under the laws of New Jersey with a capital stock of \$100,000.

The brewery of the Sauk Rapids Brewing Company at Sauk Rapids, Minn., was burned recently at a loss of \$10,000; partly covered by insurance.

The David Jones Brewing Company has been reorganized under the name of the David Jones Company of New York City, with a capital stock of \$150,000.

The Wisconsin Malt & Grain Company of Appleton, Wis., has purchased 25,000 bushels of California barley, the first California barley ever received in Appleton.

Thomas Welch, an employe of the Rice & Bullen Malting Works at Cragin, Ill., was caught in the machinery and instantly killed early in the morning of April 11.

Neidlinger & Sons, successors to Neidlinger, Schmidt & Co., maltsters of New York City, issue a fine and convenient wall calendar, for one of which we are indebted

There is a movement in England looking toward the restriction of the manufacture of beer to malt and hops, treating sugar as an adulterant. Statistics show that in 1893 2,000,000 hundredweight of sugar

had been used in brewing, displacing over 1,000,000 quarters (of 400 pounds each) of malt.

The Decatur (Ill.) Brewing Company intends to commence the manufacture of malt, for which purpose it has recently certified to an enlargement of object of incorporation.

The Lion Brewing Company has been incorporated at Baltimore, Md., with a capital stock of \$100,000, and will operate the old Summerfield brewery after remodeling and refitting it.

George Schmidt, a maltster, employed in Neidlinger's malt house at New York City, was recently suffocated in a grain bin. He was in the bin transferring grain through a spout to a bin below, when he was sucked under.

It is said that in Germany the use of the offals of the beet sugar factories for animal food has increased in the past year to such an extent as to materially affect the demand for potatoes and barley for feeding purposes.

Barley malt aggregating 8397 bushels, valued at \$5,097, was imported during the eight months ending with February, against 1,557 bushels, valued at \$1,901, imported during the corresponding months ending with February preceding.

The five-story malt house of Wainwright's brewery at Pittsburg, Pa., collapsed March 28, the weight of grain stored in the upper floors causing the fall. The loss will be \$15,000. The building was being torn down at the time. At the inquest the contractor testified that he was not responsible for the accident.

The F. J. Lewis Roofing and Manufacturing Company secured the contract for the 80,000 square feet of felt and gravel roofs and waterproof felt floor of the Dubuque Malting Company's new brewery, which is being erected at Dubuque, Iowa. The same company has the contract to supply the new Peaslee brewery.

The Heidenreich Company has contracted to erect a modern malt house for Albert Schwill & Co. of Cincinnati at South Chicago, Ill. The plant will be irregular in form, built after plans by Herman Stier, architect and engineer for Schwill & Co., about 140x145 feet in size. It will have brick and stone foundation, steel beams and columns and be equipped with the latest improved machinery.

A deputation representing the Brewers' and Maltsters' Association of Canada recently waited upon the House of Parliament at Ottawa petitioning for an extension of liquor licenses from one to five years in order to moderate the extreme measures sometimes taken in revoking licenses, which was materially affecting their business interests. It is thought, however, that no immediate action will be taken.

Negotiations are under way for the establishment at Duluth of a large malting house. A company is being organized, which will have a capital stock of \$150,000, and a plant will be put in at a cost of \$100,000. Duluth is assuming some prominence as a barley market, and this proposed industry would create a large home demand for this grain. The market for malt in the territory tributary to Duluth will be enough to supply a large institution.

The patent infringement suit of Frank and P. G. Toepfer vs. The Galland-Henning Malting Drum Manufacturing Company of Milwaukee, Wis., which has been on trial at Milwaukee, has been dismissed for want of equity. The issue was an important one, the alleged infringement relating to the patent tilting tray or malt-drying floor used in the Galland-Henning system. It was held that, while the device of the Milwaukee company closely resembled the patent alleged to be infringed, there were differences in plan and manner of operation; that the method of supporting the tray in complainant's device, alleged to be infringed, was clearly anticipated in prior patents.

Edmund P. Mueller, a grain feed buyer, and George A. Weiss, president of the American Brewing Company, were recent witnesses before the Senate committee that is investigating the slop-feed question. Mr. Weiss said that in the manufacture of beer at his brewery barley, malt, corn and rice were used, but he declined to say what per cent. of each was used. This, he stated, was because it was a secret. He regarded wet feed as good feed for cattle as dry, and called the attention of the committee to the fact

that fully one-third of the horses in the German army are fed on similar food. Other witnesses have testified to the same effect.

The low price of barley in England is said to be due to the extreme cheapness of competing foreign feeding barley, to the increased supply of good distilling quality from Asia Minor, Turkey and Roumania, and to the consignments of California brewing barley. Really fine malting barley has remained too scarce for any price depression to be felt. The world does not grow as much of really bright ale barley as the high-class maltsters are prepared to take.

OUR MILWAUKEE LETTER.

Editor American Elevator and Grain Trade:—Observer S. C. Emery of the local weather bureau issued April 10 the first weekly weather crop bulletin of the season for Wisconsin. The bulletin says that despite the cold weather the ground was fairly well protected during January and February, although at times it was exposed to severe freezing weather. The crop season opens up as early as usual, but the frost is slow in getting out of the ground. The surface is in fine condition and farmers are pushing the spring work.

In the north little has been done: in the middle portion of the state the frost is out to a depth of six inches, but in the southern portion considerable seeding has been done. About one-third of the oat and barley crops are in the ground and grass is starting. Winter wheat is considerably damaged, although rye and timothy are in good condition.

The Agricultural Department at Washington has written a Milwaukee seed house regarding a complaint received from Europe in reference to the poor growth of American clover seed. The department suggests an inspection system, the cost of same to fall on the exporter. From various opinions of seed men here, it is said that such complaints are erroneous and without foundation. The majority of letters received from Europe show shipments to be about 98 per cent. pure.

At the annual election of the Milwaukee Chamber of Commerce the following officers were elected: President, C. M. Paine; vice-president, David Vance; second vice-president, A. G. Bodden; secretary and treasurer, W. J. Langson; directors, H. E. Brooks, Adolph Flertzheim, C. A. Chapin, G. J. Zimmerman, A. C. Zinn, O. Z. Bartlett, Robert Eliot, Robert Strull and Robert Nunnemacher; board of arbitration, J. C. McClintock, James McAlpine, Robert Hill, J. F. Kern and John Foley Jr.; board of appeals, C. F. Hsley, E. Hotchkiss, Oscar Mohr, C. E. Lewis and C. Manegold Jr.

Milwaukee vesselmen are somewhat exercised over the bill just introduced in the state legislature providing for rates of vessel taxation. Some doubt that the bill will pass.

Paine Bros. & Co., Milwaukee, bought on March 20 100,000 bushels of damaged wheat by fire at Bethalto, Ill.; 250,000 bushels damaged wheat contained in a large warehouse at St. Louis, and 75,000 bushels fire-burnt wheat at Toledo, Ohio. The wheat will be brought to Milwaukee for lake shipment. Paine Bros. & Co. make a specialty of damaged grain, and have a large trade all over the country.

Mr. McDonald, of the firm of McDonald & Naughton, Boston, Mass., was in Milwaukee March 27 on business.

The steamer St. Joseph has delivered the first of the three cargoes of wheat which she is under contract to carry from Chicago.

The E. Saloman Commission Company of this city purchased 60,000 bushels of the wet wheat, it being part of the cargo carried by the steamer Shores, which went ashore at Racine, Wis. F. Kraus & Co bought the remainder. The wheat will be dried and sold.

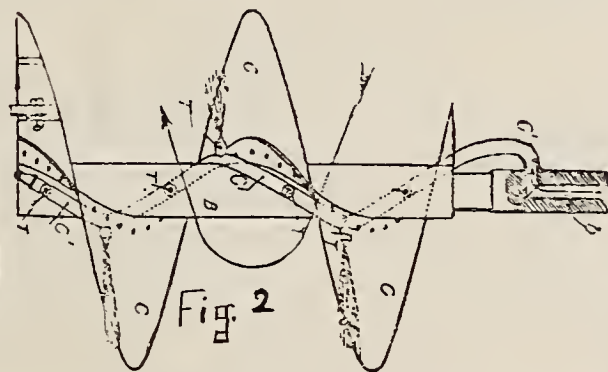
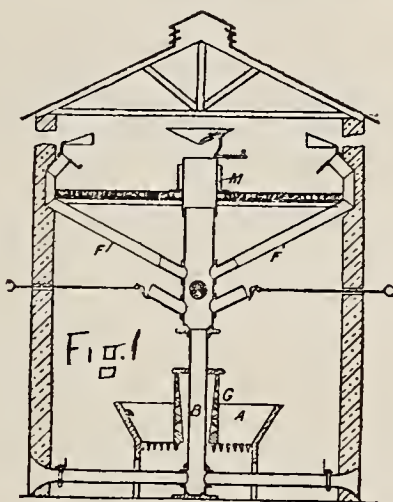
The Milwaukee *Sentinel* of March 17 publishes the following: "Judge Seaman yesterday gave a decision in the case of Frank Toepfer and Peter G. Toepfer against the Golland Henning Malting Drum Manufacturing Company which is in favor of the defendant. Suit was brought alleging infringement of a patent in malt kilns on the part of the company. The patent, it was alleged, was granted to Wenzel Toepfer, April 27, 1880. Judge Seaman, in his opinion, says substantially that there is no infringement. He decides that the Galland company is operating under a patent granted to F. B. Gieseler, Oct. 4, 1892, upon an

application filed in June, 1891. He says the arguments urged in behalf of the complainants of utility and of great benefit conferred by the Toepfer invention cannot weigh against the well-settled rules which must govern in the construction of the patent. This case has been in the courts for three years. Charles G. Page and J. V. Quarles were attorneys for the plaintiffs and H. G. Underwood for the defendant."

M. S. LOWRY.

TWO NEW APPLIANCES FOR MALTSTERS.

The accompanying illustrations represent two recent inventions in malting machinery for which patents have been granted by the British Patent Office. *Fig. 1* shows an apparatus for heating and distributing the hot air in a malt kiln. The air heating pipe *B* around which the furnace *A* is situated is protected by the perforated grating *G*, which prevents the burning away of the air pipe. Supplementary branch pipes *F, F*, opening above the kiln floor, are provided, which aid in the more regular distribution of the hot air in



the kiln. Other pipes may conduct hot air to places where it may be needed.

The central air pipe passes through the drying chamber by a convenient joint, the malt being prevented from receiving damage by contact with it by means of a jacket *M*. The dampers with which the appliance is supplied determine the course of the gases when the apparatus is in operation. The apparatus, in addition to heating and distributing the hot air in malt kilns, is designed also for use in hot kilns and other drying kilns and stoves of a like nature. The machine is the invention of H. W. Joyce, Great Yarmouth, Norfolk.

In the illustration *Fig. 2* shows a device for moistening and aerating malt combined with the appliance for turning it over. The turning over screw is provided with the device, which consists of a hollow part *b* in the journal of the screw, connected with a supply of liquid and air, and also with a coiled tube provided with jets, nozzles or the like arranged at intervals. If a spade is used as the appliance for turning over the malt a flexible tube with a nozzle at its end runs down the back of the spade and is connected with a supply of air or other gas and water. The device is the invention of J. Y. Johnson, Lincoln's Inn Fields, Middlesex.

Texas grows little wheat, and late indications point to the reserves in that large territory being more nearly exhausted than ever before. The millers of that state have been buying wheat out of Kansas City elevators since the first of the year and in three months they have taken about a million bushels. There are about 200,000 bushels still in the elevators which will go to Texas.

DOTS AND DASHES.

There will never be a more auspicious time for you to join the Illinois Grain Dealers' Association.

The Department of Agriculture submits to too many "Interviews" for its own good.—*Trade Bulletin, Chicago.*

Three men have been indicted by the grand jury at Kansas City, Mo., for stealing grain from the Southern Grain Company.

The executive committee of the National Hay Association contemplates holding a meeting some time during the month of May, at Baltimore, Md.

North Dakota is seeking to encourage potato raising by offering a 2-cent bounty on potato starch. There is also a bounty on hemp and fiber culture.

At a recent celebration at Phoenix, Ariz., the hay and grain men contributed to the decorations of the town by three great arches made of 120 tons of baled hay.

A bill providing for civil service in the state grain inspection department has been recommended for passage by the committee on grain and warehouses by the Minnesota House.

We are raising too much wheat and corn and too little rice. There are over 100,000,000 acres of good rice lands in the United States, good for half a ton of rice per acre. Yes, that is true, and we are importing hay.

The seventh annual meeting of the Hay and Straw Dealers' Association of the State of New York will be held at the Vanderbilt House, Syracuse, N. Y., on Tuesday, April 16. All parties interested in the hay traffic, whether as shippers or city dealers, are invited to attend.

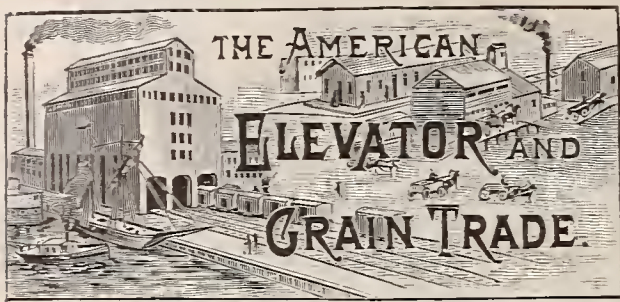
A member of the Illinois Board of Railroad and Warehouse Commissioners is credited with the statement that the inspection of grain in this city is complained of as being too strict. It is pleasant to receive this assurance, because it shows that all the testimony in the case is not on the one side.—*Chicago Tribune.*

We may now expect elevator men to offer inducements to circuses to go into winter quarters near their property. An elevator employe at Argentine, Mo., was trying in vain to move a train of 32 box cars down the switch to his elevator. He sent for an elephant which belonged to a circus wintering near by: the elephant put his head to the end car and—jumbo! the train moved down to the elevator.

Chicago grain men have a big scheme—big even on paper—called the Inter-oceanic Electric Company, which has been incorporated with a capital of \$200,000,000. The company has been formed to operate a grain transportation electric railway, invented by Mrs. M. E. Beasley, from New York to Chicago and finally to the Pacific Coast. The funds to start the work will be raised by an issuance of stock.

Quite the most absurd estimate of farm reserves that has been made by any crop reporter, amateur or professional, appears in the *Modern Miller*. The estimate is based on a comparison with last year's farm reserves as reported by the government, and those figures are known to be very much below what they should have been. Carelessness such as characterizes this estimate of farm reserves makes the estimate of the area and condition of growing wheat worthless, and the latter is still farther discredited by the pretense of extreme accuracy which is made in giving not only the percentages, but the hundredths of 1 per cent.—*Kansas City Star.*

No agricultural paper is in the swim now unless it has a crop-reporting bureau. The *Modern Miller* of Kansas City evidently expects to keep in. It announces the wheat farm reserve at 82,000,000 bushels, makes the area of the growing winter wheat 91.63, and its condition 73.83. Here, now, is the full collection of statistical data as to that very important item, the farm reserve of wheat March 1: Agricultural Department, 75,000,000 bushels; the *Price Current*, 115,000,000 bushels; *Bradstreet's*, 100,000,000 bushels; Thoman Bureau, 165,000,000 bushels; *Orange-Judd Farmer*, 156,000,000 bushels; the *Modern Miller*, 82,000,000 bushels.—*Times-Herald.*



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1895.

THE Grand Trunk Railway Company has again taken the lead in encouraging the shipment of grain East by rail by offering to carry oats, Chicago to New York, for 12 cents per cental.

THE Mills bill has been passed by the Wisconsin Legislature and is now a law. No change will be made in the grading or inspection, so the trade will not be thrown into the confusion which for a time threatened it. The work of inspecting and weighing will be under the supervision of the Minnesota Department as heretofore. The department will also establish an independent registrar in Superior, where warehouse receipts of Superior elevators can be recorded. The law will result in the Superior elevator companies establishing offices in Superior and in that city receiving full credit for all the grain handled there.

ACCORDING to the last report of the Bureau of Statistics breadstuffs to the value of \$8,716,411 were exported in March as compared with \$12,503,010 in March, 1894; and during the nine months ending March 31 breadstuffs valued at \$79,995,694 were exported, against \$131,282,540 in the same time in 1893-94. There were 11,255,195 barrels of wheat flour, valued at \$37,862,837, exported during the nine months ending with March 31, against 12,580,232 barrels, valued at \$53,099,874, in the same time in 1893-94. There were 6,285,848 bushels of wheat, valued at \$3,509,954, exported in March, against 6,413,931 bushels, valued at \$3,987,571, in March, 1894; and in the nine months ending March 31 59,173,353 bushels, valued at \$32,995,058, were exported, against 73,538,271 bushels, valued at \$50,145,548, in the same time in 1893-94. In the nine months 8,852 bushels of rye, valued at \$5,079, against 230,658 bushels, valued at \$126,391, were exported; and 409,770 bushels of oats, valued at \$143,393, against 5,550,469 bushels, valued at \$1,948,328; 14,407,199 bushels of corn, valued at \$7,477,185, against 49,952,297 bushels, valued at \$23,218,-

860; 1,279,849 bushels of barley, valued at \$658,233, against 4,384,650 bushels, valued at \$2,021,208, during the nine months ending March 31, 1894.

THE cloverseed trade is in need of a rigid inspection at every important seed market. Our Milwaukee letter shows that the foreign importers continue to complain of adulteration. Buyers of cheap clover seed can not expect to get pure seed. No doubt the mixers have been making a good thing out of the business, but it is in response to a demand for cheap seed. If consumers would not buy the adulterated seed the mixers would give their attention to cleaning the seed. The establishment of cloverseed inspection would necessitate the classifying of the seed as to purity and quality, and this would in a measure prevent the duping of inexperienced dealers.

THERE are a few members of the Chicago Board of Trade who think it is possible to discover the age of grain, and they are determined to have its age stamped on the face of each certificate of inspection. The following petition to the Railroad and Warehouse Commission has been circulated for signatures: "The undersigned, members of the Board of Trade of the city of Chicago and dealers in grain, hereby respectfully petition your honorable body that beginning July 1 next in the inspection of wheat, rye and oats, the crop year in which the grain is grown shall be specified in the inspection; and in order that grain so inspected may hereafter be kept separate in public warehouses, the undersigned also respectfully petition that a supervising inspector be appointed for each public warehouse, and that such increase be made in the inspection fees as may be necessary to accomplish this result."

A BILL has passed the lower house of the Minnesota Legislature which provides for a \$1,000 fine and two years imprisonment for anyone convicted of monopolizing or interfering with the freedom of the markets for food products, of combining to limit the production or supply, or to fix the rates of commission. The grain commission men of Minnesota are not charging an exorbitant commission, as is clearly shown by the letters in this and our March number. If the rate is reduced the reputable commission men will take to buying on track at country points. No dealer in the Northwest can do an honest business and make a living by selling grain on commission when the restriction of the exchanges is withdrawn. Open competition for consignments would soon reduce the commission to one one-hundredth of a cent and the reporting of short weights and lower grades would make up the loss. The shipper cannot profit by the enforcement of such a law.

EVERYBODY knew that the distribution of seeds by the Agricultural Department was a fraud, and now Secretary Morton has proved it. He had an agent of the department negotiate with a member of Congress for the purchase of the latter's quota of seeds. He brought to the secretary a written order from the Congressman for fully 75 per cent. of his annual quota, which was offered for sale for \$75. The agent bought the seeds and gave his check to the member, which check is now in Secretary Morton's possession, indorsed by the Congressman. This is only a sample case. Secretary Morton says he has discovered evidence that fully a hundred members have abused this privilege of getting seeds from the government. And he intends to publish their names, too. Of course, the seeds are intended for free distribution only. There is no reason why the government should do even that. But to sell the seeds for money and keep the money is pretty close to "boodling." It is to be hoped that these disclosures will sound the death-knell of this seed distributing business.

THE ILLINOIS GRAIN DEALERS' ASSOCIATION.

The Illinois Grain Dealers' Association is growing rapidly, both in members and in influence, and it is actively engaged in using its power in the advancement of the common interests of all reputable grain merchants. It merits the earnest support of every dealer, and it should get this without the asking. Among other things it is striving to secure the passage of House Bill No. 475, an act to regulate public warehouses and the warehousing and inspection of grain, and a bill to create the office of public weighmaster. Every dealer in Illinois should write to his representatives in the state legislature and secure their support for the bills.

The association's recent meeting and banquet, of which we publish an account in this issue, was a grand success. It was well attended, and everyone enjoyed the meeting and helped along the good work. The next meeting will be held at Decatur, June 19, and should be attended by at least 500 dealers.

One admirable practice of the members of this association is that they will not interfere with the business of other members in neighboring towns. A member will not buy grain of a farmer or irregular dealer to be loaded at any station where he is not regularly doing business without the consent of the dealer who is doing business regularly at that station. This is fair and honorable, and stands out in vivid contrast to the practice of the irregular buyers who go about with an office in their hat and buy wherever they can find grain coming in fast enough to load a car within a reasonable time. [Carriers consider ten days a reasonable time when dealing with irregular dealers, and 48 hours when dealing with the regular elevator man.] It is the trade abuses the association is striving to remedy, and surely no regular dealer will deny that this is a commendable work and worthy of his support.

TO REDUCE GRAIN TRANSFER RATES AT BUFFALO.

The elevator combine at Buffalo has maintained extortionate charges for transferring grain so long that fair treatment elsewhere has commenced to divert shipments to other and cheaper channels. The elevator men at that point have worked hand in glove with the rail carriers for years, and each has done everything in his power to injure the canal. The canal boatmen have long felt the baneful effect of this unlawful combine, and have lost no opportunity to denounce it and its extortionate charges. Efforts have been made to interest the Western shippers in a crusade against the exaction of the robbers, but in vain.

At last the canal boatmen are determined to free the trade from the clutches of this octopus, and they will make an aggressive fight against the high transfer charges. They are now organizing a stock company to erect two floating transfer elevators of large capacity. Instead of seven-eighths of a cent they will charge one-fourth of a cent and will give the use of steam shovels free to lake vessels. This will save shippers who send their grain via the Erie Canal thousands of dollars and it will encourage the shipping of grain via that route without a further reduction in freight rates by the boatmen.

Heretofore all grain passing through Buffalo has had to pay a toll of seven-eighths of a cent to the elevator combine, the transferring of grain to the canal boats was delayed and every effort made to discourage the shipping of grain via canal. If the canal boatmen retain control of the floating elevators and maintain reasonable rates for transferring grain, and one-fourth of a cent is reasonable, they will gain in two ways. If the elevator combine does not offer to transfer grain free the floating elevators will have all the work they can do, and will bring a good return

to the stockholders on their investment. Even if the floating elevators have nothing to do they will prove a profitable investment to the boatmen, for they will be a constant menace to the combine and will prevent unreasonable rates. With fair transfer rates more grain will go via Buffalo, and with the transfer business so arranged that the canal boatmen will be on an equal footing with the rail carriers the canal will get the most of the business.

The state will soon free the canal from shallows and short locks. The boatmen should lose no time in releasing its grain traffic from the robber pool.

TO PROTECT FARMERS WHO STORE GRAIN.

A bill has been introduced in the Illinois Senate which will prove of interest to all country elevator men. The bill is intended to protect farmers who store grain in country elevators from the dishonest elevator men, but, if passed, it is not likely to give the farmer any better protection than he has now. The bill as introduced provides:

That the proprietor, lessee or manager of any warehouse who shall receive grain in store, who shall unlawfully and without the consent of the owner ship the same out of said warehouse or elevator, or remove or dispose of the same by sale or mortgage, shall be deemed guilty of a misdemeanor. He shall be liable for its value and for any damage to the owner or owners by reason of such sale or removal, and shall also forfeit all shortage charges which may have accrued therein, and shall further be subject to a fine of not more than \$500 or imprisonment for a period not longer than one year, or both, in the discretion of the court. Provided, also, that it shall be lawful for the proprietor, lessee or manager of a warehouse to keep within it grain of the same kind and grade and of sufficient quantity equal to the amount of grain received by him in store, in which case the proprietor, lessee or manager of such warehouse or granary shall not be liable under this act.

The bill applies only to elevators of Class B, that is those in cities of 100,000 inhabitants or less.

THE CHICAGO BOARD'S CONTEST WITH THE ELEVATORS.

The long drawn out contest of the Chicago Board of Trade with the owners of public warehouses of "Class A" bids fair to be an unsettling factor for some time to come. In fact, it would seem impossible to settle it without a lawsuit. The Attorney General of Illinois decided that the Board of Railway and Warehouse Commissioners had jurisdiction in the case, and a hearing of the complaint against the elevator owners has been in progress since April 3. All of the cases except three were taken under advisement April 11, the exceptions being cases where the Board intended to apply to the Circuit Court for authority to compel testimony.

Should the Board of Commissioners decide adversely to the elevator men, the latter will probably apply for an injunction to prevent cancellation of licenses. In the hearing it was proved that the elevator owners bought and sold grain stored in their own warehouses. Practically this was not denied; but the defense was that this was not contrary to the warehouse law. Such being the case, the matter will hardly be decided without resort to the courts. Should all the licenses be revoked the question will, of course, come up as to the receipts issued by these warehouses. They will be regular for six months, according to the rule of the Chicago Board as well as the state law. But the basis of future speculation would have to be changed. The question of the effect on trade of canceling the licenses of the elevators is disturbing conservative members. But many of the radical opponents of the present course of the elevator owners feel inclined to let the future take care of itself. They say business on the Board could be no worse than it is, and that any change from the present condition of affairs must be for the better. But thus far the matter

seems remote from final adjudication. As one of the elevator men put it, they have the houses and the grain, and will probably take the matter to the highest court before yielding the points at issue.

THE ILLINOIS SUPREME COURT ON CORNERS.

The Supreme Court of Illinois has promulgated a new view on the subject of corners; or more correctly, a new view as to the authority of courts to revise or reverse the decisions of a body like the Chicago Board of Trade with regard to contests between its members. The case in question was litigation between Thomas J. Ryan and John Cudahy, growing out of the rib manipulation of 1892. Ryan was on the short side and defaulted to Cudahy on sales that made a net loss to Ryan of \$26,000. On default the case was sent to the arbitration committee and Ryan offered to prove that the market had been manipulated. The committee, according to custom, declined to hear this evidence and the case went to the courts. Ryan was beaten in the lower and appellate courts. But the Supreme Court reverses the decision of the two lower courts, to the surprise of many.

It had been assumed that the court would not interfere with the rulings of an incorporated body like the Board of Trade as between its own members. This was the view taken by the lower courts. The Supreme Court, however, says that courts have a right to interfere where property rights are involved and when the rules of the Board are applied to the enforcement of an unjust claim. Specifically, the man caught on the short side in a corner will have the right to show that the market was manipulated by false or fraudulent sales, in court, no matter what the rules of the Board may be.

Really there is nothing new in the decision; at least, nothing startling. The courts, it is true, have generally been unwilling to interfere in matters to which the rules of the Board apply. But the right to interfere has never been abdicated. What will strike most people as funny is that the court throws its mantle over the short seller. It has been the other fellow that has needed protection of late years.

A SCHEDULE RATE THAT IS AN OVERCHARGE.

A correspondent in "Queries and Replies" relates an aggravating experience he has had recently with a railroad company which quoted one rate and charged an advance of \$8 a car. If any of our readers have had similar experiences we trust he will explain the circumstances and tell the action he took to protect himself against loss.

This dealer shipped grain to an interior point, and, as he supposed, at a rate that would leave him a profit, but when the grain arrived at destination the rate quoted by the general freight agent was declared to be too low, and he was charged \$8 more per car. If the general freight agent of a road is not to be accepted as authority on freight rates, who is? The carrier made a contract to transport the grain at a specified rate, and unless it can be proved that the shipper knew that rate to be an illegal one it must stand. If carriers are to be permitted to cast the onus of their own errors upon the shippers by pleading that the fulfillment of their contract will require them to commit an unlawful act, the dishonest freight agents and agents of the lines suffering for want of business will be continually making errors in this line. The transportation business would be in a state of constant turmoil.

A bill of lading is primarily a written contract between a common carrier and a shipper, for the transportation of freight, and it is governed by the settled rules of law which apply to

all written contracts. It confers as inviolable rights as any other written contract, and the mistake of either party to the contract cannot be corrected to the detriment of the other party.

The \$8 which the carrier charged the shipper in excess of the quoted rate is clearly an overcharge, and if the general freight agent's sense of honesty and fairness is not strong enough to prompt him to rebate the amount of the overcharge, the railroad company should be sued for the amount with interest and costs. The commencement of suit would no doubt bring the general freight agent to his senses, and the claim would be paid without a trial. In the case of Blanton Duncan vs. the Atchison, Topeka & Santa Fe Railroad Company, the Atlantic & Pacific Railroad Company and the Southern California Railroad Company, known as the Santa Fe system, the Interstate Commerce Commission held that, "Where a contract is made with a shipper by a carrier, member of a through line, for shipment of goods over the line at a less than the published lawful rate charged shippers in general, it is not a violation of the Act to Regulate Commerce for the delivering carrier to exact payment of the full lawful rate before delivery. Where, however, the shipper did not enter into the contract willfully for the purpose of securing a rate which he knew, or by the exercise of reasonable diligence might have known, to be illegal, but was an innocent party to it and made the shipment on the faith of the rate named, the courts seem inclined to hold (and it is a matter for their determination) that justice to the shipper requires that the goods be delivered on payment by him of the amount specified in the contract."

WEIGHING GRAIN AT CINCINNATI.

The Cincinnati Chamber of Commerce has been investigating the grain transfer cars at Chicago, with a view to securing one for weighing grain unloaded in that city for local consumption. While the trade of that city may need improved weighing facilities, and the Chamber of Commerce has decided to secure better facilities, it would give more encouragement to those who ship to that market, if the Chamber would provide exactly what is needed.

The transfer car was designed to transfer through grain from car to car at junction and terminal points, and it has proved a success where honest and careful men, who were not in the stock or feed business, were put in charge; but it has not proved a success as a weigher of grain. It might give weights that were more reliable if it were possible to keep the scale blades sharp and the track level. Reckless switchmen and transfer car operators do not care if the car is jammed and bunted about the yard. At different times the Illinois Railroad and Warehouse Commission has spoken unfavorably of the car in its reports. A track scale on an unused side track, if covered and well protected from rain, snow and ice, would give more reliable weights, and it could be used for weighing other freight as well.

Judging from the reports, Cincinnati seems to need an elevator and warehouse for storing the grain and hay intended for local consumption until the buyers can haul it to their various places of business. Baltimore and Philadelphia have local elevators, provided by the carriers, where reliable weights and safe storage are secured.

The South and West Grain Trade Congress held its second annual meeting at Mobile April 5 and 6. The convention was fairly well attended and a number of interesting papers were read. The Congress has become a permanent organization and may now do some good in the line of advising the shippers of the Southwest of the advantages offered by Gulf ports to the export grain trade.

EDITORIAL

MENTION

JOIN the Illinois Grain Dealers' Association.

SAY a good word for the advantages and simplicity of the cental; it will hasten its coming.

AND now Argentine's exportable surplus is put at 18,000,000 bushels instead of 30,000,000. Next!

THE reasons for inspecting and grading all seeds are just as numerous and cogent as any given for the establishment of a grain inspection department.

THE American Cereal Company, which had a long line of May oats, is reported to have transferred it to June and July, so the traders who were preparing for a May bulge may get a slump.

DO NOT drop matches about your elevator or cribs. The curiosity of rodents prompts them to try the quality of the head, with the result that the match is ignited. A Texas crib was recently set on fire in this way.

IF you have anything to say in favor of the retention of the bushel as the standard unit of measure for grain, now is the time to say it. Our columns are open to you, and the bushel will soon give way to the cental.

SEND us a report of the acreage and condition of the growing grains in your district the 12th of each month. We publish the reports just as received, so that readers can draw their own conclusions as to the general conditions.

A COGENT, but still inconclusive, bull argument is that in the past year cotton has advanced 20 per cent., pork 20 per cent., beef 30 per cent., hides 100 per cent. and oil 100 per cent.; while wheat hugs the same old level, or rather is lower.

CHARLES COUNSELMAN, who has recently been abroad, is quite enthusiastic over the prospects of establishing a direct wheat trade between English millers and Chicago dealers. He proposes to try it, even if it costs some money to get the trade established.

C. WOOD DAVIS makes the pleasant statement (and we like pleasant prophets) that two world harvests giving no greater yields than the average of the last fourteen years will restore prosperity to the world's food growers and assure a demand that will pinch supply.

MILWAUKEE elevator men with one exception are still dealing in grain stored in their own houses and the Chamber of Commerce is anxiously seeking to discover some means by which it can induce the elevator men to take out licenses, put up a bond and stop dealing. It is the same sore the Chicago trade has been trying to eradicate.

AMONG our Commission Cards this month is that of Killpatrick, Lucas & Co. of Philadelphia. The members of the firm are John A. Killpatrick and William Lucas. The former has followed the grain and hay trade for the past eight years and is well known to the trade in general. The business was started by Mr. Killpatrick and gradually increased. In January, 1893, he associated himself with Mr. Lucas, a

son of the Mr. Lucas of the well-known paint firm. Both gentlemen are members of the Commercial Exchange of Philadelphia and energetic business men.

THE Nebraska Legislature has appropriated \$200,000 for seed grain for its farmers who lost their crops by the drouth last year. The Colorado seed grain law has been decided unconstitutional by the Supreme Court, but the farmers will no doubt get the seed needed.

ELEVATORS near to railroads should have every window covered with wire screen of small mesh. It will protect the windows from stones thrown by boys, and keep out birds as well as sparks from passing locomotives. It surely reduces the fire risk and should affect the insurance rate.

TO-DAY the representatives of the various commercial organizations of the country will consult with the Secretary of Agriculture in hope of devising some plan for the improvement of the department's monthly crop reports. Their success is earnestly wished for by every member of the trade.

UNLIKE its immediate predecessor, the April crop report created scarcely a ripple. While the figures were bullish, suggesting from the conditions a crop of 295,000,000 bushels of winter wheat, against 326,000,000 bushels last year, the effect was counteracted by rains all over the winter wheat belt.

THE Keystone Iron Works of Fort Madison, Iowa, are among our new advertisers this month. They manufacture stationary, portable and marine types of gas and gasoline engines, and direct attention to the simplicity, economy and safety of their motor. They manufacture sizes ranging from 1 to 100 horse power; and will be pleased to correspond with elevator men who want a safe, reliable, cheap and simple power.

IN our column of Miscellaneous Notices "Mack" advertises for a position with some grain firm. He has had ample experience in the mixing and grading of all qualities of wheat and corn and is an eminently practical man in all that pertains to the handling of grain. Most dealers are alive to the value of such a man and we need not enlarge upon the profit to be made by careful handling. He is thoroughly acquainted with grain cleaning and could give most grain men pointers in the art. Correspondence directed to him in our care will receive prompt attention.

OUR friend and occasional correspondent, Chas. L. Hyde of Pierre, S. D., figures out that from July 1, 1894, to April 1, 1895, something like 83,130,000 bushels of wheat were fed to stock. These are pretty large figures, especially for some of the states; Ohio, for instance, being credited with 7,430,000 bushels. As a matter of fact, the feeding was so general in some localities and so slight in others, that it is extremely difficult to arrive at a satisfactory estimate. It is a fact that in some localities millers are finding it almost impossible to get wheat because so much was fed last fall and winter.

A COUNTRY seed dealer visited a central market some time ago, and while there purchased a lot of timothy seed. The jobber first tried to sell him some first-class seed at \$6 a cental, but it was useless as the buyer thought it was an attempted exaction. Some \$5 seed was shown him, but that was too high, as was also a \$4 mixture, so in despair the jobber showed the prospective buyer some seed that he could sell him at \$2. The price of this suited him and he bought 25 centals. A few weeks after its delivery a letter was received by the jobber in which it was complained that the seed would

not germinate. As the jobber had not warranted the seed to grow he was not bound to take it back, and the buyer is now an earnest champion of seed inspection. He would have bought the cheapest even had it been graded rejected.

KIEW in Russia is a grain center and has adopted a curious system of contracts for future delivery of grain. If the price advances five copecks beyond the price agreed upon the advance goes to the buyer. The next five copecks advance goes to the seller. The advance, if any, over this is divided between buyer and seller. We presume the purpose of this arrangement is entirely commendable; but it remains to be seen how it will work out in practice.

A RESOLUTION has been introduced on the Chicago Board of Trade which, if adopted, will make all property bought free on board Eastern cars delivered to such cars without any expense to buyers. Switching charges on the Belt Line used to be divided between the Eastern and Western roads, but the Eastern lines now refuse to absorb a percentage of the charges, and as somebody has to pay it, the question is, shall it be the buyer or the seller of the grain?

THE bushel of many weights should give way to the cental of 100 pounds. The trade needs but one standard unit of measure; more makes needless work and breeds confusion and errors. The cental system of weights is the simplest and its use would greatly facilitate trade. It has no imperfections that need defending, and even the best friends of the bushel have no logical arguments in defense of their opposition to the substitution of the cental for the bushel.

THE Chicago Terminal Elevators, Limited, which is the reorganized City of Chicago Grain Elevators, Limited, has paid a dividend of three per cent. on its preferred stock. It will be remembered that this concern was organized in 1889, to carry on the business of the Munger-Wheeler elevators. It was capitalized for about \$5,000,000 and never paid. It was reorganized some time ago, and this dividend is one of the hopeful evidences that its reorganization was not in vain.

THE old-time elevator builders are passing away and the more progressive builders who are always watching vigilantly for new business and utilizing every legitimate channel to keep their business before the members of the trade are building the elevators. The old-time builder was satisfied if he got one contract a year, and his profit was generally large enough to satisfy the ordinary man several years. The energetic hustlers were willing to take a lower profit, they kept their names before the trade and are now getting the business. The old-time elevator builder thinks he is still in business, but as he does not advertise his thoughts he has a monopoly on that opinion.

It will be remembered that just before the issuing of the report of the Agricultural Department for March the "tip" was given out that it would show 154,000,000 bushels as the wheat supplies of the United States. The report actually showed 75,000,000 bushels. It now transpires that Secretary Morton purposely trapped a couple of ex-employees of the department whom he believed to be the agents through which information had previously leaked. He arranged that figures indicating wheat supplies of 154,000,000 bushels should be placed where they would be accessible to the suspected parties. They took the bait and the tip was telegraphed to Chicago. This does not explain how the former tips leaked from the department; but the awful discrepancy between the advance information and the actual figures will in the future discredit the "tips." And, moreover, it is likely

to prove hazardous for employes to be in collusion with brokers, with so clever a detective as the secretary watching them.

THE last object of attack by the belligerent agrarians of Germany is American cracked oats. In Germany oats are reduced practically to flour, and the American way of preparing them commends itself to public taste in preference to the old way. Accordingly the American article has secured quite a foothold in Germany. The agrarians are cautioning people to beware of "cracked oats," alleging that the product is unhealthful. Their obvious purpose is simply to exclude the product because it comes into successful competition with the home article. If they fail to get it shut out on hygienic grounds they will appeal to the government to raise the tariff high enough to keep it out altogether.

MESSRS. WARDER & BARNETT of Springfield, Ohio, have been in the milling business for over 40 years, and have a record of the prices paid for wheat at their mill since August, 1852. Realizing its value, they have published a sheet showing the highest, lowest and average price for each month of each year and the average price for each year. It makes a very interesting document indeed. The lowest price ever paid in their mill was in July and August, 1894, viz., 45 cents per bushel. The highest price was \$3.10 per bushel in May, 1867. The average price for the year 1852 was 63 cents. The highest average annual price was in 1867, \$2.41. The average annual price for the past four years was, for 1891, 71½ cents; 1892, 78¼ cents; 1893, 60 cents; 1894, 50 cents.

Trade Notes.

Quiet store,
Drowsy clerks;
Advertising done
By jerks.

Busy store,
Trade is prime;
Advertising all
The time.

James Morse, a Minneapolis engineer, has invented a grain car.

A company has been organized at Homer, Mich., to manufacture automatic grain meters.

The Nordyke & Marmon Co. of Indianapolis, Ind., report that they are enjoying a good trade.

The Barnett & Record Co., contractors and builders of Minneapolis, Minn., has opened a branch office in Chicago. W. A. Allen is in charge of it.

The Frick Co. of Waynesboro, Pa., will commence soon, on a large scale, the manufacture of a new grain separator, recently invented by Frank Landis.

The Braun Automatic Scale Co. of East St. Louis, Ill., has been incorporated with a capital stock of \$100,000. The incorporators are William Braun, Robert Bethman and Julius Baranon.

John S. Metcalf & Co. is the style of a new firm of grain elevator builders, engineers and general contractors in Chicago. Mr. Metcalf was formerly a member of the Metcalf, Macdonald Co.

The Macdonald Engineering Company of Chicago, Ill., has been incorporated with a capital stock of \$50,000. The incorporators are James Macdonald, John M. Witherspoon and Randall W. Burns.

B. S. Constant, manufacturer of cleaning machinery, at Oxford, Ind., has moved his works from that place to Bloomington, Ill., where he will have increased facilities to meet the demands of his growing business.

The Weber Gas & Gasoline Engine Company of Kansas City, Mo., has recently completed a new addition to its plant. The new addition was made necessary by the increased business of the company during the last six months. The offices will be removed from the second floor of the main building to the street floor of the

new building. About 3,000 square feet of additional space will be secured for light machine tools in the main building.

J. A. Campbell & Son, designers and builders of grain elevators at Lincoln, Neb., report that while the outlook for elevator building in their territory is not flattering at present, yet they have considerable work in view and expect to have a good season.

The Edward P. Allis Company of Milwaukee, Wis., has issued a new illustrated catalogue of flour mill and grain cleaning machinery. The catalogue contains a brief description of each of the company's latest machines, and will be mailed upon application to those contemplating adding new machinery.

The latest issue of the Link Belt Machinery Co. of Chicago is Catalogue No. 19, which contains, besides an exterior and interior view of the company's plant, numerous illustrations of rope drives and power transmission, which have been completed recently at the works. Price-lists have been revised up to date. The catalogue will be mailed upon application.

F. E. Parker of Kansas City, Mo., has applied for a patent on a new invention which is bound to interest elevator men. The device consists of a kind of sample or show case, which shows at a glance whether any bin in the elevator is full or empty, and the kind and grade of grain in the bins. It is called a concentrating indicator. It is situated on the working floor and controlled by means of valves.

A firm which boasts of 30 years' experience in supplying the wants of elevator men unintentionally writes the following flattering statement: "We have tried the experiment of advertising, and it only resulted in a copious flood of correspondence requiring attention and reply, which was an undesirable tax on our time." In the first place advertising in the AMERICAN ELEVATOR AND GRAIN TRADE is no experiment as the last part of our correspondent's sentence shows. An advertisement is not intended to bring contracts or cash, but inquiries. If the advertiser is not enough of a salesman to secure the business when an advertisement in this journal brings him the inquiries he should employ a competent salesman.

MEETING OF THE ILLINOIS GRAIN DEALERS.

Pursuant to a call issued by the Board of Directors of the Illinois Board of Trade, which is the name of the Illinois Grain Dealers' Association, about 200 grain dealers met in the Court House at Decatur, Ill., at 2 P. M., April 5. President Theo. P. Baxter of Taylorville presided, and Secretary B. S. Tyler of Decatur recorded the proceedings.

Applications for new members were passed upon, and 53 members were unanimously elected. Only reputable grain dealers and commission houses are eligible to membership.

The committee selected to present a memorial to the Railroad and Warehouse Commissioners reported that on January 25 they presented the memorial to the commissioners asking that they require carriers to so adjust their tariffs that the elevator owners may be compensated for storing and handling grain. The commissioners stated that, while they were in doubt as to their authority, they would take the matter under advisement, and suggested that the committee confer with the different railroad companies.

The following resolution was offered and adopted:

Resolved, That the committee be continued with five in number, and that this committee select sub-committees of three each in number to be chosen from reputable grain dealers located and doing a grain business on each of the railroads in the state, and that each of these sub-committees use their influence with their respective roads to induce them to so adjust their tariffs that grain dealers who furnish storage for grain in their elevators may be compensated for the immense outlay for and the expense of maintaining the necessary facilities for receiving and loading grain, and that said sub-committees co-operate with and aid the committee of five in bringing about this result.

The committee on shortages made its report and was instructed by the association to continue its work.

Mr. H. E. Kinney of Indianapolis offered the following resolution, which was adopted:

Resolved, That each member of this association be requested to furnish to the secretary a list of cars of grain shipped in the next 30 days, said list to be accompanied by certificate of weight showing the amount put in each car by the shipper, and also a certificate of output weight at destination; and if the party or parties refuse to give to the shipper the output

certificate without a reasonable excuse then the name of the party or parties refusing so to do shall be given to each member of this association.

This resolution was unanimously adopted, and such statement will be furnished to the committee on shortages.

W. L. Shellabarger kindly tendered the members of the association an excursion over the city, which offer was graciously accepted.

The association then adjourned to meet at 7:30 P. M., the arbitration committee to meet at 7 P. M.

EVENING SESSION.

The association reconvened at 7:30 P. M. at the same place.

Bill No. 475 relating to the public warehouses in Chicago was read, and, after being discussed by James Hayde, J. H. Clarke and A. E. Pratt, all of Chicago, and other members of the association, the following resolution was unanimously adopted:

Resolved, That the members of this association use their best influence with their respective representatives in the Legislature and urge them to vote for House bill No. 475 relating to storage of grain in public elevators.

Mr. Armstrong of Beason offered the following:

Resolved, That this association recommend the immediate passage of a law creating the office of a state weighmaster to weigh all grain at public warehouses, and that all members of this association within one week communicate with their respective representatives and urge them to support such a bill.

After being discussed by W. H. Suffern and others it was unanimously adopted. After some discussion of minor matters the following resolution was unanimously adopted:

WHEREAS, The AMERICAN ELEVATOR AND GRAIN TRADE is found to be always on the right side of all questions of interest to the local grain dealers as well as of questions of interest to commission merchants, therefore, be it

Resolved, That the said AMERICAN ELEVATOR AND GRAIN TRADE be made the official organ of this organization.

The association then adjourned to the St. Nicholas Hotel, where a banquet was awaiting it

The address of welcome was delivered by H. C. Mowry, the veteran grain buyer at Forsyth, Ill.

After the banquet the following toasts were responded to: "Relations of Country Grain Merchants to the Chicago Board of Trade," R. E. Pratt of Chicago.

"The Elements of Failure that so Largely Prevent Success in the Grain Business," responded to by J. C. Elder of Randolph, Ill.

"Tricks and Trade" was responded to by W. D. Wilson, the Indianapolis representative of the Lackawanna line.

To "The Evils Which Have Become a Part of the Grain Trade and their Remedies," a laugh-provoking response was made by James Hayde of Chicago.

The last toast was "The Grain Dealer as a Factor in the World's Business." This was replied to by E. F. Catlen of St. Louis.

The association then adjourned to their next regular annual meeting, which will be held in Decatur, June 19, 1895.

B. S. TYLER, Secretary.

Grain Dealers' Associations.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

OFFICERS: Theo. P. Baxter, Taylorville, president; Ross Hockaday, Oreana, vice-president; B. S. Tyler, Decatur, secretary; F. M. Pratt, Decatur, treasurer.

DIRECTORS: J. H. Crocker, Maroa; Charles Brommiller, Kenney; E. R. Ullrich Jr., Springfield; J. L. Pumphrey, Heyworth.

EXECUTIVE COMMITTEE: F. M. Pratt, Theo. P. Baxter and B. S. Tyler.

ARBITRATION COMMITTEE: Z. Boughn, Niantic; Thos. Costello, Maroa; H. C. Mowry, Forsyth; W. B. Newbegin, Blue Mound; J. L. Pumphrey, Heyworth.

Article I, Section 1, of this association's constitution provides that this association shall be known as the Illinois Board of Trade, and is organized for the purpose of formulating rules to govern and transact business between its members, and for mutual protection against dishonest buyers and sellers of grain, and to create a fraternal feeling among its members.

Article II, Section 1. Any person may become a member of this association if he be a reputable grain merchant, having facilities for handling, storing and selling grain, and any reputable commission merchant or track buyer.

The C, R. I. & P. Railway Company is going to send out another army of rain makers. We would advise them to wait a month or two before going into Nebraska for they will surely get soaked if they go out in that district at present.

HANDLING GRAIN ON COMMISSION.

In addition to the letters published on page 329 of the March number, we have received the following replies to our letter of inquiry sent to grain commission merchants:

PAY SIGHT DRAFTS FOR 75 PER CENT.

Editor American Elevator and Grain Trade:—Our rule is to pay sight drafts with bill of lading attached for 75 per cent. of the value of the shipment. We pay the balance as soon as we get the weights from the buyer: we do not wait until the buyer pays us for the grain. Our commission charge is 1 cent per bushel on grain. Sometimes, but not often, our shippers overdraw.

Very truly yours,

SAVAGE, BEVERIDGE & CO.

Richmond, Va.

WILL ADVANCE 90 PER CENT.

Editor American Elevator and Grain Trade:—In regard to handling grain on commission we would say: We make advances of 90 per cent. on value of grain here. Our commission is one-half cent per bushel on corn and oats and 50 cents per ton on feed, with no other charge. We make returns the day cars are unloaded and weighed. We have no complaints to make of overdrafts to any extent during the past year.

Very respectfully yours,

CHAS. B. MORRIS & CO.

New York City.

BUY ON TRACK.

Editor American Elevator and Grain Trade:—We buy almost all our grain on track, and honor drafts with certificate of weights attached within 1 cent per bushel of the contract price. We would advance seven-eighths of the value on consignments if we handled them, but we do not solicit consignments at present. We remit balances as soon as we get out-run weights. We charge a commission of ½ cent on corn and oats, 1 cent on wheat. We lose some money by overdrafts, but not a great deal, as we insist on proper margins and a certificate of weights showing contents.

Yours,

SUFFERN, HUNT & CO.

Decatur, Ill.

HONOR DRAFTS FOR 75 PER CENT.

Editor American Elevator and Grain Trade:—The country shippers who complain of commission merchants getting the big end of a deal, with small risk and large profits, should try the commission business, when they would see their error. We honor drafts for 75 per cent. of the estimated value of a shipment. This depends somewhat upon who the customer is; sometimes we honor drafts for 100 per cent. We pay the balance due the shipper when the goods are unloaded and the exact amount can be determined. Our charges are the fixed rates established by the Chamber of Commerce. It is only occasionally that we are imposed upon by overdrafts or misstatements as to the quality of grain, as our business is restricted to only the established and best trade.

Yours,

H. POEHLER CO.,

A. W. Poehler, secretary and treasurer.

FREQUENTLY PAY OVERDRAFTS.

Editor American Elevator and Grain Trade:—We pay sight drafts for 75 per cent. of invoice where we have no reason to doubt the correctness of the invoice; when we are in doubt, or have no knowledge of the shipper, we pay draft on the arrival of the car. We frequently have shippers make misstatements regarding shipments, on both hay and grain, but in all instances overdrafts do not occur. Still we frequently have overdrafts; and these we have to try to avoid, as we find that only in a few instances are overdrafts paid which result in loss to us.

Our commission on grain is 1 cent per bushel, and on hay and straw \$1 per ton. On grain we add the weighing charges, and on hay and straw we pay all charges. Our practice is on Friday of each week to make returns to shippers on all cars delivered during the previous week. We consider that we assume about all the risk. The shipper has only to risk the

market, while we take chances on overdrafts and have to give the buyer from thirty to sixty days' credit, and in some cases longer. Most all commission men know that this means a certain amount of bad debts, which, try your best, it seems you cannot avoid. We often have shippers write asking us to cut our commission, claiming our profits are too large in comparison with theirs. But it is evident they do not understand the risk and expense, and make no allowance for the amount of capital invested.

Respectfully yours,

BROOKLYN HAY & GRAIN COMPANY.

Brooklyn, N. Y.

IMPOSED UPON OCCASIONALLY.

Editor American Elevator and Grain Trade:—We are in the habit of making advances on consignments to us, and would honor a draft for 75 per cent. of the value of the wheat, with bill of lading attached to the draft. Our method of sales here is very simple. If the wheat is sold in the elevator we lay down an elevator receipt and take up the money for it, remitting the owner by first mail any balance due him on consignments. If the grain goes to a mill, as soon as the delivery is made we collect for it and render account sales accordingly. We do not make returns for wheat on the day of sale for we do not know exactly the amount of grain in the car. All of our cars are weighed and inspected under state supervision. Our regular commission is one-half cent per bushel. We are occasionally imposed upon by overdrafts and misstatements as to the quality of the grain. This is not a common occurrence, however, but enough so to make it an unpleasant feature of the business.

DU LUTH.

COMMISSION MAN'S PROFIT NOT LARGE.

Editor American Elevator and Grain Trade:—It is the general custom at this point to pay sight draft to the value of 75 to 80 per cent. of the product drawn against with railroad bill of lading attached to draft. The balance is remitted to shipper as soon as sale is consummated and weights are ascertained, and most always before payment is made by the buyer. The shipper looks to his commission house for his pay when his product is sold and not to the buyer of his product. Consequently we usually have made payment in full for consignments before we get a penny from the buyer, which is generally a day or more later. The established rate of commission here is 1 cent per bushel for wheat and corn, one-half cent for oats, and 1 per cent. for flax.

We are occasionally imposed upon by overdrafts—resulting from underweight of the product and from off grades. The 25 per cent. balance due the shipper must care for the freight, inspection, weighing and insurance charges, all of which must be paid by the consignee before he can get possession of the shipment. I cannot understand how any intelligent shipper can consistently say that the commission merchant who handles his shipments honestly and at prices cited above gets big profits, and that the risk is small.

Yours truly,

ANDREW H. BURKE.

Duluth, Minn.

WEALTHY COMMISSION FIRMS RARE.

Editor American Elevator and Grain Trade:—To our notion parties who make complaints of the commission merchants at central markets getting the big end of the deal, and their risk being small and profits large, do so unwittingly. Candidly, we ask if it is not rare to find a wealthy commission firm? In the first place there is a very considerable element of risk in the business. Reflect one moment how many cars one must receive and sell to make up a loss of even a few thousand dollars. As regards expenses, they accumulate rapidly. The commission merchant is forced to send gratuitously market reports, postage, stationery and many telegrams without cost to the shipper. Besides this there are scores of little items which are necessary adjuncts of the business to be paid for out of your commissions.

We believe the commission charges of this market are very reasonable. We charge for handling wheat, rye and barley 1 cent per bushel, for corn and oats ½ cent. We honor sight drafts for three-fourths of the value of the property, but usually when drafts are paid and our account sales made up we find that we

really have advanced 90 to 95 per cent. of the value of the property. We make a rule to remit shippers any balance due the moment property is weighed up. We are seldom imposed upon by shippers as regards overdrafts or misstatements as to quality of grain, as we make it a rule to deal with reliable parties only.

Yours truly,

F. H. PEAVEY & Co.,

Minneapolis, Minn.

By J. G. C.

NO CHANCE FOR LARGE PROFITS.

Editor American Elevator and Grain Trade:—We honor drafts, with bills of lading attached, against shipments of grain for from 75 to 90 per cent. of the net value of the grain in this market and frequently for the full value. Any balance that may be due the shipper on grain consigned to us when account sales are rendered is subject to his draft, or we remit as he may request. Our commissions for doing business are ½ cent per bushel for handling corn and oats and 1 cent per bushel for handling wheat and barley. We are not often imposed upon by shippers with overdrafts or misstatements as to the quality or quantity of grain shipped. There are occasional cases of that kind, but they are the exception. Shippers generally have a commission house here with whom they have a running account, and under some circumstances the shipper is allowed an overdraft over and above the value of the grain that he may have in transit. All the profits that accrue to the commission man from consignments of grain are his commissions, hence there is no possible chance for large profits.

Yours truly,

W. F. JOHNSON & Co.

Chicago, Ill.

REMIT BALANCES DAILY.

Editor American Elevator and Grain Trade:—We will cheerfully pay 75 per cent. of the estimated value of any car of grain or lots of grain. We generally ask the shipper to leave a little margin, say 10 per cent. leeway, in case of off inspection or weights, but we are not so particular as to that. We generally consider the shipper and look up his antecedents. If we cannot find any we use our judgment in paying them. You ask us if we pay balances to the shippers at the time of the sale. We aim to treat our business the same as a bank. Every car of grain that is in to-day is made up to-day, and to every man that has a balance a check is mailed with the account of sale and sent him the same day the car is in. We charge one-half cent per bushel commission.

In regard to whether we have been imposed upon by overdrafts or misrepresentation as to the quality of the grain, we have had but very little of that, and are satisfied with the way the shippers have treated us in the past, with one or two exceptions, and these have since retired from the business, having made it a business to beat others before they retired.

Yours truly,

PADDOCK, HODGE & Co.

Toledo, Ohio.

NOT OFTEN IMPOSED UPON.

Editor American Elevator and Grain Trade:—As to whether we would honor draft made against a shipment for 75 per cent. of its estimated value, we certainly would, and we would accept from some of our shippers at 90 per cent. of the value of the commodity. We have shippers in whom we have such confidence that we never question the amount of any draft they make on us with bill of lading attached. Relative to the balance that may be due a shipper after the completion of his account, it is our custom to send a statement to the shipper and hold the balance subject to his sight draft or subject to his demand and order. It is impossible for us to pay a shipper the balance that may be coming to him until the weights are determined. Our commissions are ½ cent a bushel on oats, 1 cent a bushel on corn, 1 cent on wheat, 1 cent on rye, 50 cents per ton on hay.

We are not often imposed upon by overdrafts or misstatements. We have been so long in the grain business that we generally know the character of the men with whom we are doing business and for whom we are paying drafts. So far as Cincinnati is concerned we are not getting the big end of the deal, as our commissions above mentioned would testify. The matter of consignments at the present day is a very small factor in the grain business. The country shipper does not consign when he can sell on his track. The

various grain producing states in the West are honey-combed with brokers representing houses at all points of accumulation. Their bids go to the country dealer daily and through said brokers sales are effected. Consignments therefore are only indulged in when the shipper prefers to have his grain running in on the market, believing that from the time of shipment until the time of the arrival the markets may advance sufficiently to net more than if track bids were accepted at home.

Very respectfully, J. N. WOOLSCROFT & Co.
Cincinnati, Ohio.

RATES ON COMMISSION NOT EXORBITANT.

Editor American Elevator and Grain Trade:—We pay drafts against all consignments for 75 per cent. of their estimated value, and often for more, assuming, of course, that we are acquainted with the shipper and know the circumstances. As to balances, we pay them as soon as certificate of weight can be obtained and freight bill, which is usually within forty-eight hours after the car is unloaded. The commissions we charge are those prescribed by the rules of the Chamber of Commerce, which are 1 cent per bushel for wheat, and one half cent per bushel for corn or oats. We are not often imposed upon with overdrafts or statements as to the quality of grain. We think the rates of commission charged in this market are not at all exorbitant. Very few commission men who have handled cash grain exclusively get wealthy, and we doubt if it can be shown that as a class they prosper any more than any other class of merchants.

Yours truly, W. O. DODGE & Co.
Minneapolis, Minn.

ADVANCE 70 PER CENT. ON HAY.

Editor American Elevator and Grain Trade:—Regarding country shippers complaining because of commission merchants getting "the big end of the deal" and their risk being small, we would say that perhaps they have not seen the statement that during the present season in New York City alone failures have absorbed commissions on 5,900 cars of hay, and also that since September they aggregate at least \$59,000. And we are generally in it. Our commission is per ton and guarantee accounts. You can, therefore, readily see how "large" the profits must be. For this \$1 per ton we pay sight draft with bill of lading attached when car is shipped for 70 per cent. of actual net value, and we take the risk of shortage in shipment and contents not coming up to grade as invoiced, together with any depression in the market that may occur. Incidentally we might also say that there have been cases where bills of lading have proved fraudulent, resulting in total loss. As soon as goods are sold and weight ascertained we mail the shipper an account of sales with check for net proceeds of same. We wait thirty and frequently sixty days to get the money from parties to whom hay is sold. However, we are here to do business on a business basis.

Yours very truly, H. DUSENBERY & Co.
New York City.

COMMISSION MEN LOSE FREQUENTLY.

Editor American Elevator and Grain Trade:—The country shipper who thinks that the advantage is almost entirely in favor of the commission merchant at central markets is certainly not well informed. If he could see a list of the losses made even by the most conservative commission houses in the past ten years through over-confidence in the financial standing of some customers and the dishonesty of others, we believe he would quickly change his opinion.

We are at all times ready to honor drafts for 75 per cent. of the estimated value of shipments. In cases where we are acquainted with the shipper and believe him to be honest and in good financial standing we pay drafts for the full value of the grain, and in many cases make advances over and beyond shipments being made at the time, generally without security. We have found in our business experience that not only is the quality of the grain consigned sometimes misrepresented, but even the amount loaded into the car is misstated, and in that way an overdraft is made. If the shipper is dishonest it is a hard matter to force him to settle the shortage. In addition to this the commission house frequently suffers loss by selling grain at this end to parties who afterward are unable

to pay for the goods delivered. Account sales are always rendered as soon as the grain is weighed and freight paid, regardless of whether the buyer of the grain has paid the commission house for it or not. In that way the country shipper frequently has returns for the grain several days before we get our pay at this end. Where nothing is said to the contrary we attach to the account sale sent the shipper a check for whatever is due him above his draft.

Our rates of commission are 1 cent per bushel for selling wheat, barley and rye, and $\frac{1}{2}$ cent per bushel for oats and corn. On flax and cloverseed in car lots 1 per cent., and on timothy seed $1\frac{1}{2}$ per cent. of the gross proceeds is charged.

Milwaukee, Wis.

L. BARTLETT & SON.

COMMISSION MAN'S LIFE NOT ALL SWEETNESS.

Editor American Elevator and Grain Trade:—We think if the parties who make the complaint that the commission merchant has the big end of the deal with slight risk would go into the business for a year they would change their mind. While farmers generally are honest and represent their grain to be what it is, there are always enough dishonest ones to make life weary to the commission man. They will represent their wheat as choice hard when it is rejected and black with smut. They will claim 600 bushels in a car when there is but 300 to 400. You pay their drafts on such representations, and the result is you get left. We had one make an overdraft of \$150 when wheat was worth \$1 per bushel, and could never recover. Be as careful as one may these losses will come. We honor drafts for from 75 to 95 per cent. of value, according to who the shipper is. In some cases we allow drafts for 100 per cent. We remit for grain the day we get freight bill, which is the day after we get weights. Our commission is 1 cent on wheat, barley and rye, one-half cent on oats, and 1 per cent. on flax. At these rates there is not a commission house that makes more than a fair living, unless it is backed by a big line of elevators to assure large shipments without much cost for solicitation. In short, a commission man's life is not all sweetness, as some seem to think.

Yours,
Duluth, Minn.

W. S. BIRCH & Co.

HONOR ALL REASONABLE DRAFTS.

Editor American Elevator and Grain Trade:—All reasonable drafts are promptly honored. What we mean by that term is, that we have seldom laid down special rules to govern our friends in that matter. If the draft with freight added shows evidence of a small margin being left to secure us, payment immediately follows. However, to our view the essential feature aside from drafts is the confidence that should exist between the consignor and the consignee. The shipper knows by carefully inquiring to whom he intrusts his goods, and he should also learn the method or manner of such firm's conducting its business for his interests. If satisfied with such inquiries he should not abuse his privilege by overdrafts, for in doing so it leads to unpleasant feelings and a desire to have nothing further to do with such shippers than to get even, thereby destroying at once what might have proved a very happy and profitable connection. Let me state most emphatically, there is no use of even talking business, much less doing it, without confidence. Whether we are situated near or remote from each other that must be the active principle in all trade.

As a house we will honor a man's draft that evidences the slightest protection, and if it were possible to telephone him the amount of his balance when the goods are weighed we would enjoy doing so. There are commission houses and shippers filled from the word go with a desire to defeat their neighbors and all justice from sincere, pure dishonesty. I for one regret from the bottom of my heart to hear or know of any shipper getting unmercifully beaten by such corrupt concerns. The evil that follows not only hurts respectable houses, but indeed proves the ruin of shippers themselves by their attempting the same practice. Those shippers who regard large drafts as their only protection have been misled. I care not how cogent their reasons may be, it can at best last only for a short time with any one connection. Let the shipper, I say, know to whom he

consigns, encourage the commission man by showing confidence, and I believe no reputable house will fail to render the very best services possible, giving the shipper more or less satisfaction at every transaction, whether the market is up or down.

Very respectfully, E. B. MAHOOD.
Pittsburg, Pa.

ADVANCE 75 TO 90 PER CENT. ON CONSIGNMENTS.

Editor American Elevator and Grain Trade:—We buy most of our grain direct: do not make a specialty of soliciting commission business, though we have at times a large amount of this business come to us both in grain and hay. We are always willing to advance from 75 to 80 per cent. of the value on grain, and frequently with shippers we are well acquainted with drafts are made for 90 per cent. or over, to which we raise no objection. We send check for balances due the shippers as soon as we get the weights. Our charge for handling grain is one-half cent per bushel. We occasionally have balances due us when final settlement is made, but in justice to the country shippers would say that such differences are in nearly every case promptly rectified. Intentional misstatements are few. In exceptional cases where parties start out with intention of misrepresentation, etc., some gap is usually left which calls for caution. On the whole we have found this branch of our business to work very smoothly and can make little complaint.

CALLAHAN & SONS.

Louisville, Ky.

THE GREATEST INJUSTICE TO COUNTRY SHIPPERS.

Editor American Elevator and Grain Trade:—We never refuse to honor drafts to within 75 per cent. of the estimated value of shipments at point of consignment. We sometimes pay as much as 90 per cent. of the value and we pay balance to shipper when we get our returns. Of course we only care to deal with good responsible firms and are very seldom troubled by overdrafts or misstatements as to quality. However, most of our grain is bought at our own elevators directly from farmers, and so we settle in most all cases on the weights and grades as it is delivered.

We think the greatest injustice that is done the country shipper, who has his money invested in elevator property and has his men employed to take care of the trade, is the soliciting by the commission men in the cities of consignments of grain from the farmer and the scoop-shovel man. This is on the same principle as the wholesale house soliciting a retail business through the country, and it does the dealers through the country a great injustice. Some of these commission houses in Chicago, St. Louis and Peoria not only solicit such consignments, but also bid the farmers direct.

It was the unanimous opinion of the country shippers at their last meeting held at Decatur on April 5, at which there were about 200 present, that they would refuse to ship to or trade with houses which solicit such business, and it seems nothing more than right that they should. The farmer very seldom makes anything by shipping, and the dealer at the country station is willing to handle his grain on a very close margin and has the advantage of choosing the best from a large number of markets and selling his grain before it leaves his elevator, whereas the farmer thinks all he has to do is to load it into the cars and ship it—no matter where, just so it is shipped, and as a natural consequence he loses money nine times out of ten.

We think the commission merchant's and the country elevator man's interests are identical, and that they should work in harmony and that nothing but good feeling should prevail.

Yours very truly, ILLINOIS.

Solomon said a false balance was an abomination, and the wise men of the lower house of Missouri are considering a plan for giving false weighers lots of trouble. A bill introduced provides that the inspector of weights and measures, his deputies, or any policeman of Kansas City may stop any person hauling fuel, hay, grain or feed from a private scale and cause him to show the weight ticket therefor, and if he pleases to drive to the nearest public scale and there reweigh the load and then to return and have the empty wagon weighed.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since March 15 has been as follows:

March.	NO. 2 RED W. WHEAT.		NO. 2 SPG W. WHEAT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 2 BARLEY.		NO. 1 FLAX SEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15...	55 1/2	57	62 1/2	62 1/2	45	45	28 1/2	29 1/2	53 1/2	53 1/2	54 1/2	54 1/2	140 1/2	140 1/2
16...	56 1/2	56 1/2	62 1/2	62 1/2	44 1/2	45	28 1/2	29	54 1/2	54 1/2	55	55	140 1/2	141
17...	56 1/2	56 1/2	62 1/2	62 1/2	44 1/2	45	28 1/2	29	54 1/2	54 1/2	55	55	140 1/2	141 1/2
18...	56 1/2	56 1/2	62 1/2	62 1/2	44 1/2	45	28 1/2	29	54 1/2	54 1/2	55	55	140 1/2	141 1/2
19...	55 1/2	56 1/2	61 1/2	62 1/2	45 1/2	45 1/2	29	29	54 1/2	54 1/2	54	54	142	142 1/2
20...	54 1/2	55	61 1/2	62 1/2	45 1/2	45 1/2	29 1/2	29 1/2	55	55	55	55	142	142 1/2
21...	54 1/2	55	61 1/2	62 1/2	45 1/2	46	29	29	55	55	55 1/2	54 1/2	142	142 1/2
22...	54 1/2	55	61 1/2	62 1/2	45 1/2	46	29 1/2	29 1/2	55	56	54 1/2	54 1/2	142 1/2	142 1/2
23...	54 1/2	54 1/2	61 1/2	62 1/2	45 1/2	45 1/2	28 1/2	28 1/2	54 1/2	55	54	54	142 1/2	142 1/2
24...	54 1/2	54 1/2	61 1/2	61 1/2	45 1/2	45 1/2	29	29 1/2	54 1/2	54 1/2	54 1/2	54 1/2	142 1/2	142 1/2
25...	54 1/2	54 1/2	61 1/2	61 1/2	45 1/2	45 1/2	29 1/2	29 1/2	55 1/2	55 1/2	53	53	142 1/2	142 1/2
26...	54 1/2	54 1/2	61 1/2	61 1/2	45 1/2	46 1/2	29	29 1/2	55 1/2	55 1/2	51 1/2	54	142	142 1/2
27...	54 1/2	54 1/2	61 1/2	61 1/2	45 1/2	46 1/2	29	29 1/2	55 1/2	55 1/2	51 1/2	54	142	142 1/2
28...	54 1/2	54 1/2	60 1/2	60 1/2	45 1/2	46	29	29 1/2	54 1/2	54 1/2	52	53 1/2	139	140
29...	54 1/2	55 1/2	61 1/2	62 1/2	45 1/2	46	29	29 1/2	55	55	53	53	138 1/2	138 1/2
30...	54 1/2	55 1/2	61 1/2	62 1/2	45 1/2	46	30	30 1/2	55 1/2	56	53	54	137 1/2	138 1/2
31...	53 1/2	54 1/2	59 1/2	60 1/2	45 1/2	46	29 1/2	29 1/2	55 1/2	55 1/2	53	53 1/2	137 1/2	137 1/2
1...	53 1/2	54 1/2	59 1/2	60 1/2	45 1/2	46	29 1/2	29 1/2	55 1/2	55 1/2	53	53 1/2	137 1/2	137 1/2
2...	53 1/2	54 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
3...	53 1/2	54 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
4...	54 1/2	54 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
5...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
6...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
7...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
8...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
9...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
10...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
11...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
12...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
13...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
14...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2
15...	54 1/2	55 1/2	59 1/2	60 1/2	45 1/2	46 1/2	30 1/2	30 1/2	55 1/2	56 1/2	53 1/2	54	138 1/2	138 1/2

* Free on board or switched. † On Track. ‡ Holiday.

For the week ending March 16 Prime Contract Timothy sold at \$5.75 per cental; Prime Contract Clover Seed at \$9.20@9.50; Hungarian at \$1.35@1.65; German millet at \$1.30@1.65; buckwheat at \$1.00 per 100 pounds. Receipts of hay for the week were 4,905 tons, against 4,471 tons the previous week. Shipments for the week were 438 tons, against 353 tons for the previous week. A moderate business was transacted in this market during the week.

For the week ending March 23 Prime Contract Timothy sold at \$5.60@5.75 per cental; Prime Contract Clover Seed at \$9.00@9.25; Hungarian at \$1.35@1.55; German millet at \$1.25@1.60; buckwheat at \$0.75@1.25 per 100 pounds. Receipts of hay for the week were 5,105 tons; shipments, 259 tons. The market for timothy hay ruled exceedingly dull during the week. The arrivals were large and the local demand was moderate. Little or no inquiry for shipment. Prices declined 50 cents per ton and the market closed with a number of consignments unsold. Receipts of upland prairie were rather small, and a fair demand existed, especially for the best grades. Local dealers gave prairie hay the preference.

For the week ending March 30 Prime Contract Timothy sold at \$5.25@5.55 per cental; Prime Contract Clover Seed at \$9.00@9.20; Hungarian at \$1.00@1.55; German millet at \$1.25@1.60; buckwheat at \$0.75@1.25 per 100 pounds. Receipts of hay for the week were 5,291 tons; shipments, 346 tons. The market was in a demoralized condition throughout the week. The offerings were very heavy and the demand was light. Local dealers had fair stocks on hand, and were purchasing sparingly, evidently holding off until after the first of the month. Scarcely any demand for shipment. Receivers found it almost impossible to effect sales, and had to allow concessions of \$0.50@1.00 per ton. Sales of No. 1 Timothy ranged at \$9.00@10.50 outside for fancy; No. 2, \$8.00@9.25; mixed, \$5.00@8.50; not graded, \$7.50@9.50; threshed, \$7.00@7.50; Illinois Upland Prairie, \$7.00@8.00; Indiana, \$6.50@8.00; Kansas, \$9.50@11.00; Wisconsin, \$6.00@7.50; Iowa, \$7.00@10.50 for poor to fancy; No. 1 Prairie, \$6.50; packing hay, \$5.00. Wheat straw sold at \$3.50@4.00; oat straw at \$3.50@4.00, and rye straw at \$5.00@6.00.

For the week ending April 6 Prime Contract Timothy sold at \$5.25@5.40 per cental; Prime Contract Clover Seed at \$9.00@9.40; Hungarian at \$1.00@1.50; German millet at \$1.25@1.50; buckwheat at \$0.75@1.25 per 100 pounds. Receipts of hay for the week were 3,211 tons; shipments, 281 tons. A dull and heavy feeling prevailed in this market during the early part of the week. The offerings were rather large and the demand was light. Prices ruled steady. Toward the close the arrivals became smaller and the demand was a little more active, especially for timothy hay. Values did not change much as buyers were slow to follow any advance in prices. Sales of choice timothy ranged at \$10.00@11.00; No. 1 \$9.25@10.00; No. 2 \$8.50@9.50; mixed, \$8.50; not graded, \$7.50@9.50; threshed, \$6.00@6.50; Illinois Upland Prairie, \$7.00@8.50; Indiana, \$6.00@8.50; Wisconsin, \$6.25@8.00; Iowa, \$8.00@10.75; No. 1 Prairie, \$6.00; No. 2, \$5.25; packing hay, \$5.00. Wheat straw sold at \$2.00 for poor, and \$3.00@3.50 for good; oat straw at \$3.50, and rye straw at \$5.00@5.50.

For the week ending April 13 Prime Contract Timothy sold at \$5.40 per cental; Prime Contract Clover Seed at \$9.40@9.75; Hungarian at \$1.00@1.50; German millet at \$1.25@1.50; buckwheat at \$0.75@1.15 per 100 pounds. Receipts of hay for the week were 2,341 tons. Shipments 148 tons. Arrivals were

small and local demand quite brisk. Prices advanced about 50 cents per ton. Later, the market became rather dull. Although the offerings continued light the inquiry was restricted. A weaker feeling developed and the early advance was lost. Sales of choice timothy ranged at \$10.50@11.50; No. 1, \$10.00@11.00; No. 2, \$9.50@10.00; mixed, \$8.50@9.50; not graded, \$9.50@10.50; threshed, \$7.00; Illinois Upland Prairie, \$7.00@8.50; Indiana, \$7.00@9.00; Kansas, \$11.00@11.50 for choice to fancy; Wisconsin, \$7.50; Iowa, \$8.50@11.50 for fair to fancy; packing hay, \$5.25. Wheat straw sold at \$3.00@3.50, rye straw at \$4.50@5.50.

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the 5 weeks ending April 6, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	42,000	52,800	18,800	15,600
Corn, bushels.....	1,045,600	1,777,900	234,900	986,600
Oats, bushels.....	1,139,600	1,953,900	1,183,300	2,163,100
Barley, bushels.....	147,000	97,600	111,300	64,900
Rye, bushels.....	6,000	21,000	2,400	7,800
Seeds, lbs.....	221,000	240,000	174,720	210,000
Mill Feed, tons.....	765	495	7,756	7,053
Broom Corn, lbs.....	60,000	.....	45,000	60,000
Hay, tons.....	2,880	3,580	340	2,325
Flour, barrels.....	32,300	25,000	36,900	26,550
Spirits & Liquors, bbls.	2,575	4,425	15,812	23,829
Syrup & Glucose, bbls.	902	2,350	44,730	48,454

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the 5 weeks ending April 6, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	4,149,570	4,388,700	605,350	775,170
Corn, bushels.....	38,950	380,960	2,920	183,900
Oats, bushels.....	312,000	297,270	290,070	155,540
Barley, bushels.....	27,530	16,910	30,350	24,770
Rye, bushels.....	10,740	10,930	20,190	19,130
Flaxseed, bushels....	4,630	4,120	30,660	18,580
Hay, tons.....	2,972	2,116	64	83
Flour, barrels.....	23,069	11,567	771,490	810,236

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the 5 weeks ending April 6, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	782,244	692,250	11,900	109,800
Corn, bushels.....	89,050	131,950	7,150	37,150
Oats, bushels.....	722,010	627,000	671,014	455,265
Barley, bushels.....	349,455	1,082,085	220,555	793,388
Rye, bushels.....	73,630	122,080	35,600	57,341
Grass seed, pounds...	386,273	497,870	254,240	723,539
Flaxseed, bushels....	4,604	4,084	.....	3,480
Broom corn, lbs.....	.....	.....	.....	.....
Hay, tons.....	2,349	907	48	57
Flour, barrels.....	186,150	214,310	347,244	356,897

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month ending March 31, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	110,349	92,229	95,619	56,835
Corn, bushels.....	293,594	402,138	37,521	70,600
Oats, bushels.....	270,654	207,377	174,572	112,975
Barley, bushels.....	70,855	68,727	51	30
Rye, bushels.....	30,007	68,058	19,367	16,784
Clover Seed, bags....	8,253	6,913	6,908	5,138
Timothy Seed, bags...	6,698	6,703	4,480	5,546
Other Grass Seed, bags.	2,921	8,521	8,635	10,914
Hay, tons.....	10,455	7,477	6,327	3,639
Flour, barrels.....	137,152	158,898	106,184	117,423
Malt, bushels.....	99,588	63,015	64,423	46,031

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stoue, secretary of the Board of Trade, shows the receipts and shipments at Chicago during March, 1895 and 1894, of seeds, hay and broom corn:

Repts.	Timothy, lbs.	Clover, lbs.	Other grass seeds, lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1895 ..	4,912,930	1,528,998	729,921	90,514	322,500	20,978
1894 ..	5,109,636	2,081,299	460,915	39,008	2,096,075	22,717
Shipts.	5,051,546	1,662,502	825,239	42,998	323,352	1,487
1895 ..	10,651,741	2,587,127	883,284	77,452	995,725	3,247

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain at Toledo, Ohio, during the 5 weeks ending April 6, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1894.	1895.
Wheat, bushels.....	679,800	593,300	136,600	1,070,900
Corn, bushels.....	743,300	585,900	571,200	791,400
Oats, bushels.....	7,000	18,100	8,900	9,700
Barley, bushels.....	8,400	1,800	3,600	.....
Rye, bushels.....	2,100	5,800	11,200	24,100
Clover seed, bags....	19,827	16,949	26,753	26,650
Flour, barrels.....	8,029	10,892	61,238	69,631

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month ending March 31, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, April 13, 1895, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany.....	54,000	100,000	21,000		
Baltimore.....	306,000	422,000	154,000	21,000	
Boston.....	276,000	211,000	152,000	4,000	
Buffalo.....	2,560,000	104,000	22,000	23,000	153,000
do afloat.....	79,000	281,000	126,000		
Chicago.....	23,666,000	4,848,000	1,162,000	76,000	28,000
do afloat.....	3,190,000	2,530,000	858,000		
Cincinnati.....	13,000	22,000	1,100	6,000	14,000
Detroit.....	994,000	162,000	9,000		6,000
do afloat.....	591,000				
Duluth.....	12,263,000		622,000	25,000	56,000
do afloat.....	35,000				
Indianapolis.....	116,000	148,000	73,000		
Kansas City.....	431,000	251,000	243,000	4,000	
Milwaukee.....	701,000		6,000	8,000	48,000
do afloat.....					
Minneapolis.....	15,566,000	8,000	396,000	21,000	39,000
Montreal.....	441,000	6,000	191,000	5,000	1,000
New York.....	4,665,000	285,000	649,000		2,000
do afloat.....	607,000		60,000	17,000	106,000
Oswego.....	30,000				10,000
Peoria.....	207,000	107,000	274,000		
Philadelphia.....	76,000	214,000	198,000		
St. Louis.....	2,666,000	1,639,000	194,000		6,000
do afloat.....					
Toledo.....	1,630,000	726,000	17,000	3,000	
do afloat.....	299,000				
Toronto.....	23,000		18,000		20,000
On Canals.....	47,000		60,000		
On Lakes.....	63,000	38,000			
On Miss. River.....		165,000	22,000		
Total.....	70,487,000	12,321,000	5,727,000	213,000	489,000
Corresponding date, 1894.....	69,217,000	16,021,000	2,654,000	388,000	530,000

*Including grain in "Armour O" and National elevators.

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector George P. Bunker the grain received at Chicago during the month of March, 1895, was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.			Red.				No Grade.
	1	2	3	1	2	3	1	2	3	4	
C. B. & Q.....	1						25	14	1		
C. R. I. & P.....							9	6	1		
C. & A.....				32	29		3	8	1		
Illinois Central.....				25	24		14	16			
Freeport Div.....											
Galena Div. N. W.....											
Wis. Div. N. W.....											
Wabash.....							11	16	5		
C. & E. I.....							11	10	1		
C. M. & St. P.....							1	1			
Wis. Cent.....											
C. Gr. Western.....											
A. T. & S. Fe.....				25	79		5	35	2		
Through & Spec.....				7			164	19			
Total each grade.....	1			98	137		243	129	11	1	
Total W. wheat.....							236				384

SPRING WHEAT.

Railroad.	Color-ado.		2	3	4	No Grade.	White.		Mixed Wheat.
	2	3					2	3	
C. B. & Q.....			4		1				
C. R. I. & P.....					1				
C. & A.....									
Illinois Central.....									
Freeport Div.....									
Galena Div. N. W.....	6	12		2					
Wis. Div. N. W.....				3					
Wabash.....			53						
C. & E. I.....									
C. M. & St. P.....									
Wis. Cent.....									
C. Gr. Western.....									
A. T. & S. Fe.....									
Through & Spec.....			218						
Total each grade.....	6	12	275	6	1				
Total sp. wheat.....			18						282

CORN.

Railroad.	Yellow.		White.		2	3	4	No Grade.
	2	3	2	3				
C. B. & Q.....	23	215		32	22	173	16	1
C. R. I. & P.....		78	1	9		68	2	
C. & A.....	43	210	16	69	26	245	5	
Illinois Cent.....	52	784	25	161	6	199	28	
Freeport Div.....		8				9	1	
Gal. Div. N. W.....		17				32	10	
Wis. Div. N. W.....								
Wabash.....	20	264		49	5	106	6	
C. & E. I.....	46	265	39	57	39	147	21	3
C. M. & St. P.....		1				3		
Wis. Cent.....								
C. Gr. Western.....								
A. T. & S. Fe.....	2	115	3	25	13	97	5	
Thrh & Spl.....	15	338		12	192	108	13	
Total each grd.....	201	2,295	84	414	303	1,187	107	4
Total corn.....								4,595

OATS.

Railroad.	White.			2	3	White Clipped.		No G'de.
	1	2	3			1	2	
C. B. & Q.....	2	584	113	162	14			4
C. R. I. & P.....		238	109	27	30			2
C. & A.....		48	23	51	18		3	
Illinois Central.....		312	87	188	23			
Freeport Div.....		150	51	13	5			
Galena Div. N. W.....		160	125	46	21			
Wis. Div. N. W.....		132	43	7	19			
Wabash.....		97	29	40	9			
C. & E. I.....		49	12	51	18			1
C. M. & St. P.....		260	69	48	10			
Wisconsin Central.....		5	3		1			
C. G. Western.....		63	41	21	7			
A. T. & S. Fe.....		90	37	92	7			
Through & Special.....		188	45	42	22			3
Total each grade.....	2	2,376	787	788	204		3	12
Total oats.....								4,172

RYE.

Railroad.	1	2	3	No Grade.
C. B. & Q.....			19	1
C. R. I. & P.....			4	1
C. & A.....			1	
Illinois Central.....			1	
Freeport Div.....			9	
Galena Div. N. W.....			11	2
Wisconsin Div. N. W.....			17	8
Wabash.....			2	
C. & E. I.....				
C. M. & St. P.....			19	
Wisconsin Central.....			1	
C. G. Western.....			3	
A. T. & S. Fe.....			3	
Through & Special.....			3	2
Total each grade.....			90	14
Total rye.....				104

BARLEY.

Railroad.	Bay Brewing.		2	3	4	5	No Grade.	Total No. Cars all grain by Roads.
	2	3						
C. B. & Q.....			7	16	1			1,457
C. R. I. & P.....			2	20	2		20	636
C. & A.....								833
Illinois Central.....								1,945
Freeport Div.....				31				277
Galena Div. N. W.....				14	1	3		464
Wis. Div. N. W.....			48	64	7	6		409
Wabash.....								660
C. & E. I.....								770
C. M. & St. P.....	21	121		5	33	5		598
Wisconsin Central.....		1		12	4			27
C. G. Western.....		45		4				184
A. T. & S. Fe.....		2						634
Through & Spec'l.....		1		1				1,394
Total each grade.....	78	315		33	46	25		10,288
Total barley.....							497	
Total grain, cars.....								10,288

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the 40 weeks ending April 6, for the last three years, according to the *Cincinnati Price Current*, were as follows:

	1895.	1894.	1893.
St. Louis.....	8,640,000	11,586,000	24,405,000
Toledo.....	13,794,000	11,326,000	20,948,000
Detroit.....	3,695,000	7,710,000	7,377,000
Kansas City.....	6,003,000	11,868,000	24,106,000
Cincinnati.....	934,000	923,000	1,662,000
Winter.....	33,066,000	43,413,000	78,498,000
Chicago.....	22,176,000	19,672,000	54,339,000
Milwaukee.....	5,593,000	9,373,000	12,411,000
Minneapolis.....	44,855,000	42,827,000	55,196,000
Duluth.....	30,804,900	29,132,000	34,760,000
Spring.....	103,428,000	101,004,000	156,706,000
Total, 40 weeks.....	136,494,000	144,417,000	235,204,000

The grain dealers of Decatur, Ill., and neighboring towns have organized a company to erect a telephone line of their own. The company has a capital stock of \$5,000.

The Big Four road in connection with the Chesapeake & Ohio is making strenuous effort to secure a large proportion of the export grain traffic from Western points via Newport News, Va. The company, it is said, has made contracts for large shipments of export grain.

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows that the destination of the wheat exported from the United States was as follows:

Countries.	Month ending Feb. 28.		Eight months ending Feb. 28.	
	1895.	1894.	1895.	1894.
United Kingdom.....	3,585,541	2,971,229	38,726,170	38,955,498
Germany.....	184,383	16,660	2,049,564	1,170,028
France.....	117,800	132,350	977,579	7,833,932
Other countries in Europe.....	688,209	876,273	8,587,974	16,710,293
Brit. North Am. Possessions.....	16,537	7,912	2,479,939	2,655,060
Mexico.....	802	200	7,405	4,010
Cent. Am. states & Brit. Hond.....	3,625	4,401	62,040	25,631
West Indies and Bermuda.....	35		5,183	8,477
Brazil.....			63	47
Other countries S. America.....	260		998	2,980
Asia & Oceania.....	4,196	1,031	27,795	7,219
Africa.....	40		17,372	85,879
Other countries.....			52	
Total bushels.....	4,601,428	4,010,056	52,942,134	67,459,054

DESTINATION OF AMERICAN CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from this country to be as follows:

Countries.	Month ending Feb. 28.		8 months ending Feb. 28.	
	1895.	1894.	1895.	1894.
United Kingdom.	2,017,088	3,346,860	7,373,247	18,286,810
Germany.....	312,044	911,226	1,229,951	7,347,029
France.....	42,012	541,048	249,101	1,683,403
Other countries in Europe.....	332,159	804,035	1,971,129	7,459,945
British North Am. Possessions	41,766	107,818	899,965	7,769,611
Mexico.....	12,652	11,589	143,419	360,290
Cent. Am. States & Brit. Hond's	14,278	36,047	102,442	132,436
Cuba.....	28	61,127	312,690	732,663
Puerto Rico.....		1,040	1,200	6,039
Santo Domingo...	560	335	3,346	341
Other West Indies and Bermuda ..	57,426	55,100	425,693	397,110
South America...	8,037	6,943	88,422	105,980
Asia and Oceanica	482	872	7,988	13,659
Other countries ..			5,746	2,033
Total bushels.	2,835,532	5,884,040	12,814,299	44,297,349

ELEVATOR

GRAIN NEWS

An elevator is to be erected at Moro, Ill.

An elevator is to be erected at Wayland, Mich.

D. Ehman is building an elevator at Hillsboro, Kan.

Langwell Bros. are erecting an elevator at Dixon, Ohio.

Walls & Green will build an elevator at Davisburg, Mich.

S. R. Howser will establish a distillery at Mount Eden, Ky.

An elevator to cost \$5,000 is to be erected at Syracuse, Neb.

E. J. Wolfe is going to build a 10,000-bushel elevator near Loda, Ill.

Wolfe & Leffler of Loda, Ill., have bought an elevator at Buckley.

A project is on foot for the erection of an elevator at Yates City, Ill.

J. B. Ward will build a 15,000-bushel elevator at Garden City, Kan.

Tyler & Co. of Decatur intend to erect an elevator at Dalton City, Ill.

George Smith of Pratt intends to build an elevator at Alva, Okla. Ter.

S. W. Prindle is carrying on a grain and hay business at Sharon, Wis.

Harned, Clark & Co., grain dealers at Evansville, Ind., have dissolved.

Hartz Puterbaugh will erect a 10,000-bushel elevator at Mackinaw, Ill.

Monett, Mo., is to have a new elevator, for which a bonus has been raised.

H. H. Steele intends to build a 30,000-bushel elevator at Golden City, Mo.

B. W. Feese has commenced the grain and feed business at Tower City, Pa.

W. H. Suckow will soon begin the erection of an elevator at Franklin, Ind.

Hamilton & Kearney have bought the railroad grain elevator at Cascade, Iowa.

J. Suffern, grain dealer, has moved his office from Long View to Metcalf, Ill.

An elevator is to be erected at Holton, a new station five miles south of Lacon, Ill.

O. W. Hutchinson, dealer in grain, coal, etc., at Charleston, Neb., has sold out.

Gilbert & Strasbaugh have succeeded Bay & Getty, grain dealers at Baltimore, Md.

The Ainsworth-Shepard Company intend to build an elevator at Hicksville, Ohio.

Hamilton & Kearney have bought Seaward & Schlatter's elevator at Cascade, Iowa.

J. D. Wilson and J. L. Caldwell of Lodi have purchased an elevator at Rio, Wis.

Corey & Witty, millers of Hicksville, Ohio, have begun the erection of an elevator.

Dr. Joseph Pinault of St. Cloud, Minn., will erect a starch factory at Red Lake Falls.

Geo. C. Wood of Tipton, Ind., has purchased J. H. Zehner's elevator at Windfall, Ind.

The Gargeling Company of Green Bay intends to build an elevator at Sherwood, Wis.

Brisebois & Co., grain dealers at Acton Euclide, Quebec, have dissolved partnership.

C. Skiles has purchased the grain and lumber business of W. A. Pearis at Cameron, Mo.

A receiver has been appointed for the Portsmouth (N. H.) Grain and Grocery Company.

R. J. Hand is contemplating the erection of a cotton seed oil mill at San Antonio, Texas.

Ernest Budka is about to commence the erection of a 30,000-bushel elevator at Earlville, Ill.

Lenox Bros., grain dealers of Woodland, Ohio, are reported to be very busy handling corn.

R. C. Calhoun has purchased John Towner's grain and hay business at Albuquerque, N. M.

The firm of Hertz & Holman, grain commission dealers of Kansas City, Mo., has recently been reor-

ganized, C. F. Holman retiring and A. C. Keever becoming a member of the company.

Robert Gibson has succeeded to Charles Kline's grain and elevator business at Kings, Ill.

James Livingston & Co. of Baden, Ont., intend to establish a flax mill at Deckerville, Mich.

J. W. Davidson, Orange, Texas, has succeeded the East Texas Implement & Grain Company.

A project is on foot for the construction of a large potato starch factory at Jamestown, N. D.

W. H. Booth, grain and hay dealer of San Antonio, Texas, has closed up his Kansas City office.

J. C. Reynolds & Co. are preparing for the erection of a 70,000-bushel elevator at Sarcxie, Mo.

The Esche-Nelson Milling Company of Manawa, Wis., has begun the erection of an elevator.

Albert Taylor has succeeded Horace A. Greenwood, dealer in grain and lumber at Wymore, Neb.

Maher Bros., dealers in grain and agricultural implements at Gilmore City, Iowa, have sold out.

A. L. White, grain dealer of Pierce City, Mo., is contemplating the enlargement of his elevator.

B. D. Plate, grain, hay and coal dealer at Albion, Mich., has discontinued business at that place.

The Consolidated Mill and Merchandise Company has built a grain and feed shed at Blaine, Wash.

Nick Sauer intends to build a 500,000-bushel elevator in connection with a new mill at Evansville, Ill.

Crites Bros. have leased Jacob Baldoser's elevator at Amanda, Ohio, and will deal in grain, flour, etc.

C. Hoffman & Son, millers of Enterprise, Kan., are reported to be planning a 100,000-bushel elevator.

L. S. Dillenback has succeeded to the hay commission firm of Dillenback & Peck of New York City.

William Slick has purchased the grain and lumber business of Jaeger Sebastian at Worthington, Iowa.

Murphy & Snyder, whose elevator at Effingham, Kan., burned some time ago, intend to rebuild soon.

Washington, D. C., has one grain elevator and twelve grain brokers and thirteen buyers of car lots.

The Wisconsin Elevator Company has been incorporated at Milwaukee, with a capital stock of \$8,000.

The city council of Superior, Wis., has passed an ordinance reducing the taxes on elevators in that city.

Crawford & Deeves have succeeded to the grain and grocery business of W. E. Milner & Co., Brampton, Ont.

W. A. Michael, grain commission dealer, has discontinued his Baldwin & Farnum agency at Kansas City.

Smith & Moore, grain dealers at Adena, Ohio, have dissolved partnership, E. S. Smith continuing the business.

Charles Seeley of the Ravenna (Neb.) Flouring Mills, is contemplating the erection of a 30,000-bushel elevator.

Jas. H. Gunder has sold his elevator at Fairmount, Iowa, and will establish a grain business at another point.

The Hazleton Roller Mill Company of Hazleton, Kan., expects to erect a 50,000-bushel elevator this season.

It is reported that there is a project for an elevator at Chicago, Ill., which will have a capacity of 200,000 bushels.

It is reported that buyers at Colfax, Wash., are contracting for wheat for next fall's delivery at 40 cents per bushel.

Jos H. McGough has succeeded to the grain, hay and feed business of McGough & Perrine at Traverse City, Mich.

The S. T. & H. R. R. will build an elevator at Pigeon, Huron county, Mich., with a capacity of 12,000 bushels.

John Currie of Unadilla will start in the grain business at Bradshaw, Neb., at which place he has bought an elevator.

W. M. Timberlake & Co. have succeeded to the grain commission business of Lasier, Timberlake & Co., Chicago, Ill.

Farmers of Nicollet county, Minn., are at emptying an organization for the purpose of building a cooperative elevator.

The Wellington Farmers' Elevator Company of Wellington, Ill., has been succeeded by the Park Lumber Company.

John McPhail, who has been carrying on a successful grain business at Mound Station, Ill., has added a lumber yard.

It was reported that the Cargill Elevator Company and others located in Superior, Wis., but maintaining principal offices in Duluth, were preparing to remove

to Superior upon the passage of the public warehouse bill, but the managers deny that such is the intention.

Covey & Willy have begun the erection of a large elevator to be run in connection with their mill at Garnett, Ark.

N. Cornelius has the contract to build a 50,000-bushel elevator for the Enterprise Mill Company at St. Jacobs, Ill.

Christopher & Smith, well-known grain-dealers of Kansas City, Mo., have dissolved partnership, Z. O. Smith retiring.

R. B. Gibbs is building a new elevator at Morrill, Kan. The Great Western Manufacturing Company has the contract.

C. Stailey is conducting a large grain and general exchange business at Ney, Ohio, operating the elevator at that place.

Bartlett, Frazier & Co., Chicago, have bought G. M. Kime's elevator at Dwight, Ill., and they will take possession May 1.

It is reported that "the Dunbar, Neb., Elevator Company has swallowed up the Dunbar Alliance Elevator Company."

Hart & Lewis, dealers in grain, hay, etc., at Mt. Morris, Mich., have been succeeded by Lewis & Kurtz, Mr. Hart retiring.

The Phoenix Mill elevator at Milwaukee, Wis., has been provided with its fourth hopper scale, one of 200 bushels' capacity.

Burglars entered the store of Jenkins Bros. & Doderidge, grain dealers at White City, Kan., and robbed the safe of \$2,413.

The Eureka Milling Company of Hicksville, Ohio, is erecting a large elevator to be run in connection with its flour mill.

The Grand Trunk Railroad Company is going to build a 20,000-bushel steel elevator at Valparaiso, Ind., at a cost of \$8,000.

J. G. Koller, dealer in grain, coal, etc., at Mankato, Minn., intends to open branch stores at St. Peter, Le Sueur and Janesville.

Hubbard & Palmer, grain dealers at Vernon Centre, Minn., are reported to be doing a good business handling all kinds of grain.

The Gem Milling Company is improving its elevator at Milwaukee, placing a new foundation and coating it with corrugated iron.

D. H. Ullrey is dealing in grain and flour at Fairland, Mich., and is the agent for the Goshen Milling Company at that point.

The Riverside Milling Company, Blissfield, Mich., intends to build a 15,000-bushel elevator, to be run in connection with its mill.

Gunder Johnson is being tried at Grand Forks, N. D., for embezzling 800 bushels of wheat from the Security Trust Company.

McAdams & Mitchell intend to erect a brick building at Greenville, Texas, in which they will carry on a grain and feed business.

The Southern Flour and Grain Company has been incorporated at Atlanta, Ga., by G. B. Everett, J. H. Everett and L. D. Hoppie.

Milwaukee millers recently purchased 200,000 bushels of wheat at Duluth, to be shipped immediately upon opening of navigation.

Skinner & Laughlin have purchased Andrews' warehouse at Holendale, Wis., and expect to buy grain and start a steam grist mill.

Ealey & Sealer are carrying on a grain business at Lake Fork, Ohio, having purchased W. C. Craig's grain warehouse at that point.

F. M. Quale will build a marine leg in connection with his new 40,000-bushel elevator at Toledo, Ohio, to unload grain from canal boats.

Brooks & Wilson, grain dealers at North Lewisburg, Ohio, have dissolved partnership, Mr. Brooks assuming entire charge of the business.

A. S. Connelley of Eastland, Texas, is contemplating the erection of a 20,000-bushel elevator in connection with a new flour mill at that place.

F. A. Dodge, grain dealer of Saundersville, Mass., has bought a grain and feed store at Woonsocket, where he has heretofore been delivering grain from cars.

Lamport & Vankirk, a new grain company at Mokenza, Ill., expect to erect an elevator which will be completed in time for the new crop.

The Purcell Mill & Elevator Company of Purcell, I. T., is building a 200,000-bushel elevator and will have it completed in time for the next crop.

John D. Bailey, receiver for George M. Irwin's discretionary pool, at Pittsburg, Pa., announced recently that the books which Mr. Irwin turned over to him contained no record of the transactions on the Chi-

cago Board of Trade in which the funds of the pool are alleged to have been lost, and that in his belief there was another set of books.

The Diamond Mill and Elevator Company of Minneapolis, Minn., is dealing in grain, selling a good deal of oats, besides doing a milling business.

H. W. Richards, representing the Dodge Manufacturing Company, has put a marine leg in the Toledo & Wabash Elevator No. 3 at Toledo, Ohio.

O. F. Malcolm & Co., a grain and stock brokerage firm which had been in business at Omaha, Neb., for some time, failed recently for about \$4,000.

The Canadian County Mill and Elevator Company intends to erect a 100,000-bushel elevator at El Reno, Okla. Ter., if a good wheat crop is assured.

Ross & Sampson, grain dealers at Holyoke, Mass., have purchased and are remodeling a building in which they will carry on their grain business.

Negotiations are on foot for establishment of a hay twine factory at Grantsburg, Wis., which will use considerable of the hay grown in that district.

On April 17 the people of St. Boniface, Manitoba, will vote on the question of granting a bonus of \$20,000 for the erection of an elevator and flour mill.

Newell Bros., grain dealers at Nashua, N. H., have purchased G. A. Jennison's grain business at Blake's Mill, where they will remove from Parker's Mill.

Baird & Tallman intend to erect an elevator of 20,000 to 40,000 bushels' capacity this spring to be operated in connection with their mill at Jasper, Mo.

Detwiler & Son, dealers in grain, etc., at Henderson, Mich., are adding improvements to their elevator and increasing the capacity by enlarging the bins.

The Colwich Grain Company has been incorporated at Colwich, Kan., with a capital stock of \$7,000. The directors are F. B. Garcelon, C. T. Hyde and others.

J. W. Fordney is contemplating the erection of a large brick elevator to be operated in connection with the City Milling Company's plant at Saginaw, Mich.

Dutton Bros., dealers in grain, feed, coal, etc., at Boothwyn, Pa., have found it necessary to enlarge their warehouse, and are now carrying on an increased trade.

James J. Stanley, dealer in grain and flour at Lawrence, Mass., where he has been in business for eleven years, made an assignment recently to J. P. S. Mahoney.

It is reported that Robert Morris, a grain dealer at Myra, Ill., has left his home on account of financial difficulty brought on by dealings on the Board of Trade.

A cargo of wheat recently loaded at Milwaukee was discovered to be weevily. It was thoroughly blown, resulting in a shrinkage of about 1,000 out of 46,000 bushels.

R. E. Bledsoe, grain and feed dealer of Conroe, Texas, has organized a company under the name of R. E. Bledsoe & Co., to carry on the same line of business.

A Buffalo grain man is reported to be contemplating the establishment of a large grain business at Pittsfield, Mass., for which purpose he will erect a building.

The Prescott Elevator Company has been incorporated with a capital stock of \$175,000, to carry on the business of grain dealing and elevating, etc., at Prescott, Ont.

The Mound City Distilling Company of St. Louis, Mo., will remove to East St. Louis, Ill., and build and equip a large distillery with a modern steam plant and machinery.

The Great Western Manufacturing Company is to supply J. C. Cobb of Odessa, Mo., with machinery for shelling, crushing and grinding corn together with all appliances.

Churchill & Co. of Toledo, Ohio, are building a transfer elevator at Buffalo, N. Y., with a 100,000-bushel storage capacity. It will be erected on the L. S. & M. S. R. R.

The office of F. N. Wood, grain merchant at La Rose, Ill., was recently entered by burglars and the safe blown open. The burglars escaped, after securing about \$2,000.

Christie & Granger, a newly organized firm at Sioux City, Iowa, have opened a grain commission house, the firm of Christie & Co. having been succeeded by J. E. Tibbels & Co.

Brooklyn, N. Y., is seldom thought of as a great wheat shipping point, but from recent reports it would seem that heavy shipments are being made from the wharves of that city.

A lawsuit instituted some years ago in the Chicago courts against Frank F. Cole, now a prominent grain dealer of Toronto, Ont., has been revived at the latter city. The heirs of Mr. Cole's divorced wife, now

dead, are the plaintiffs in the new proceedings. They reside in Chicago and have taken action to recover an alimony decree amounting to nearly \$10,000.

J. T. Wheeler, representing the S. Howes Company, has supplied the Hutchins Grain Company of Sheldon, Ill., with Eureka Grain Cleaners, this being one of many recent orders.

Wallace and Burton Neal of Portland, Ind., who failed some time ago, and who were arrested for defrauding their patrons, have filed a bond for \$2,000 and have been released.

J. B. Stevens, dealer in grain and feed at Tacoma, Wash., has completed the repairs to his warehouse, and with increased storage room and better facilities is again doing business.

The Calumet Grain and Elevator Company has been incorporated at Chicago, Ill., with a capital stock of \$100,000. Incorporators, M. M. Bennett, Ernst Markwald, S. Percy Buchanan.

The Houston Mill and Elevator Company has been incorporated at Houston, Texas, with a capital stock of \$14,000. The incorporators are J. L. Tomkies, R. V. Lane and W. H. Lovell.

Morgan & Bro., a wide-awake firm dealing in grain, hay and flour at Atlanta, Ga., is composed of A. P. & W. W. Morgan, and is said to be one of the foremost business houses in the city.

The Brackman & Ker Milling Company of Victoria, B. C., have decided to erect an elevator in connection with a new oatmeal mill at South Edmonton, Alberta. Work has been commenced.

Peterson & Co., grain dealers of Osceola, Neb., recently brought suit against the Omaha Elevator Company for \$1,500 damages. By the decision of the court they will recover \$372.

J. H. Mathews, grain dealer of Larimore, N. D., has brought suit against L. J. Ketchum, formerly grain buyer at his elevator at McCanna, on the charge of misappropriation of funds.

J. M. Forkner, the wheat buyer for the Monarch Elevator Company at French Station, Minn., is missing. His assistant, M. W. Atwood, was arrested. Forkner has a week's start and is \$400 short.

The Harper-Menefee Grain Company of Kansas City, Mo., will remove May 1 to its new quarters, where it has a new brick warehouse and track facilities for handling grain, seeds and hay.

E. O. Moffatt has sold his interest in the National Elevator Company and will now devote his entire time to the grain commission business in The Moffatt Commission Company at Kansas City, Mo.

The stockholders of the Alpena (S. D.) Warehouse and Elevator Company held a meeting recently and decided to continue in business. An Eastern capitalist had been trying to buy up the stock.

The Harry & Hoffman Grain Company has been incorporated to transact business at McPherson and Enterprise, Kan., by W. G. and W. D. Harry of Conway, and C. and C. B. Hoffman of Enterprise.

The Farmers' Warehouse Company of Garfield, Wash., is reported to be doing a very prosperous business. One recent sale of the company was 40,000 bushels of wheat at 32½ cents per bushel.

A new grain elevator has been completed at Madison Lake, Minn., and Lewis Titcher has been placed in charge. The elevator has a capacity of 25,000 bushels and is up to date in every respect.

J. E. Drucks of Portland, Ore., is contemplating the erection of a 40,000 bushel elevator and a roller mill at Eugene, Ore. He asks for the donation of a site and a bonus of \$2,000, which is being collected.

Harris & Co., grain dealers of Kansas City, Mo., have brought suit against the M., K. & T. R. R. to recover \$53,221 damages on account of its failure to transport 16,000,000 pounds of corn to Mexico in 1892.

Thurston McGill is remodeling his elevator at Watseka, Ill., to meet his increasing business. When completed the elevator will have four legs, hopper and other scales, and be an up-to-date house.

G. C. Wooster, formerly traveling superintendent for Harris Bros. & Co. of Lincoln, Neb., has established a cleaning house at Rulo, Neb., and is operating it with complete success, taking plenty of business.

Jas. E. Wallace, who with W. R. Carr has been for the past 22 years grain inspector and weigher at New York City, has started in the business of inspecting, weighing and elevating grain on his own account.

John Crawford, a prominent grain dealer at Neepawa, Manitoba, and a former member of Parliament, has been arrested, charged with the forgery of a grain check. Efforts will be made to settle the case out of court.

The contract for building Talpey Bros' Rock Island elevator at Kansas City has been let to F. E. Parker. The new elevator will have a storage capacity of 150,000 bushels, and a handling capacity of 60,000 bushels. It will be constructed with a view to adaptability to extension and will have all modern conveniences.

A new feature will be Parker's Concentrating Indicator, a kind of show case controlled by valves which shows the kind and grade of grain in bins, and if bins are full or empty.

The Sibley Seed Company has been incorporated at Sibley, Ill., with a capital stock of \$15,000. The incorporators are J. H. Beagley, Thomas J. Ruff, Frank Skinner, George Stockdale, C. W. Cook and W. A. Bicket.

Spencer & Tate, grain dealers of West Superior, Wis., have dissolved partnership. Mr. Spencer continues the business and Mr. Tate has gone to Ogdensburg, N. Y., where he represents the Anchor Mill Company.

H. G. and William Wolfram have organized under the firm name of Wolfram Bros. at Sharon, Wis., to deal in grain, flour, etc., making a specialty of feed grinding. The new firm has purchased J. B. Wise & Co.'s elevator.

Owing to the impetus given to the industry by the 2 cents per pound bounty on starch manufactured within the state of North Dakota, J. C. Burlingame, a local capitalist, has decided to put in a starch factory at Lakota.

The Genesee (Idaho) Grain Exchange Company has been dissolved. M. E. Lawson selling his interest to Dolman Robinson. Mr. Robinson now has charge of two large grain warehouses, and is carrying on a successful business.

Malcolm & Waterbury, Chicago commission dealers, have failed. The company did a heavy business at Jefferson, Iowa, and are said to have telegraphed out all money in banks at that place, leaving local speculators short \$6,000.

At the annual meeting of the stockholders of the Baltimore (Md.) Warehouse Company the following board of trustees was re-elected: Theodore Hooper, Henry James, George C. Jenkins, G. A. von Lingen, James A. Gary and A. T. Myer.

H. W. Richards, representing the Dodge Manufacturing Company, has remodeled the Iron Elevator at Toledo, Ohio, substituting a system of conveyors, elevators and power shovels for the pneumatic system of elevating and conveying grain.

About 6,000 bushels of wet grain taken from the steamer E. A. Shores Jr., which ran on a reef recently, have been purchased by the milling firm of Faist, Kraus & Co. of Milwaukee, Wis., for 28 cents per bushel, and is being dried out.

The Seckner Contracting Company of Chicago are building a 100,000-bushel elevator at Fowler, Ind., for A. J. Yost. A corn crib of about the same capacity is also being built in connection. Power will be furnished by a 50-horse power Foos Gas Engine.

Henry F. Emmert is building an elevator at Williamsport, Md., and is contemplating putting in a hay press and handling hay. Elevator men are beginning to give some attention to the handling of hay and there is no doubt of there being a profit in it.

R. R. Cordner, Middletown, N. Y., has been appointed agent for a large cottonseed meal company in the South to dispose of its cottonseed meal in Orange, Sullivan and Delaware counties, New York. This feed is said to be \$1 per ton cheaper than others.

The Tacoma Warehouse and Elevator Company has decided to increase the capacity of its large plant at Tacoma, Wash. The contemplated enlargement will give the company a storage capacity of 1,750,000 bushels, and its five acres of floor space will be increased nearly one-third.

The farmers' elevator at McCanna, N. D., has been sold to the St. Anthony and Dakota Elevator Company. The farmers who were induced to put their money into it are said to have found it a losing game to run an elevator, and were glad to realize the amount of the encumbrance against it.

The second farmers' meeting at Kenyon, Minn., to consider the organization of a company to build a farmers' elevator resulted in a decision to proceed at once with soliciting subscriptions for a company. When \$4,000 has been subscribed a meeting will be held to effect a permanent organization.

A grain firm of St. Louis, of which Mr. E. B. White, formerly of White, Heald & Co., Baltimore, Md., is the head, is credited with having made the largest purchase of grain ever consummated in St. Louis. The lot bought was 700,000 bushels of No. 2 corn, which went to seaboard for export.

During the four weeks ending March 30 there were 378 cars of wheat inspected at Winnipeg, against 248 during the same time in 1894. Wheat inspected at Emerson is included in these returns, but a considerable portion of the wheat moving is inspected at Fort William and is not included in these figures.

Last fall an express package containing \$2,000 was forwarded by Martin, Mitchell & Co., grain dealers at Winnipeg, Man., to their agent at Wawanesa by the Northern Pacific Express. The grain company's agent receipted for the package, but forgot to take it with him and it was not seen again. Martin, Mitchell & Co. brought suit for the recovery of the \$2,000, and

the court has awarded them the full sum claimed, with interest, ruling that a receipt of the kind given can always be contradicted or explained: that there was not a physical transfer or delivery from hand to hand, as the package had simply been placed on the table without special attention being called to it.

Superior, Wis., is to have another elevator. The Omaha Railway Company is preparing plans for it to be erected in connection with large flour warehouses. It has not yet been given out whether it will be built this season or next, but it will be a modern house in every respect and will have the latest improved appliances.

Hons'ain Bros., builders and contractors, of Minneapolis, will construct a large grain elevator on Grove street near Archer avenue, Chicago. The structure is to have a capacity of 2,000,000 bushels, and will cost \$250,000. In size the building will have a frontage of 333 feet, with a depth of 100 feet, and will be 80 feet in height.

The Nye & Schneider Company of Fremont, Neb., shipped from its forty-five stations on the Elkhorn line in 1892 3,000,000 bushels of all kinds of grain. The past year it only shipped three cars of flax and has shipped into the state a great many cars. It is now buying corn and small grain in Missouri, Iowa and Kansas.

James H. Mathews of Larimore, N. D., has sold his two grain elevators, one at Kempton and the other at McCanna, N. D., to the National Elevator Company of Minneapolis, Minn. The capacity of each elevator is 30,000 bushels. Both are in good grain centers and command large patronage. The price for the two was under \$10,000.

Tom Code, Monterey, Mexico, writes us that he has secured the contract for building a 20,000-bushel grain elevator, together with a roller mill, for Sr. Don Clementa Cabello at Saltillo, Mexico. The elevator will be supplied with all the latest improvements. Mr. Code will be in the States about May 1, for the purpose of investigating the latest machinery, etc.

The stockholders of the Stanford Grain Company, a farmers' institution at Stanford, Ill., met recently and elected the following permanent officers: President, C. Leibfritz; secretary, O. S. Skinner; treasurer, Levi Caton; directors, Milton Bozarth, George Glenn, John Springer, John F. McReynolds and F. M. Murphy. The capital stock of \$2,500 has all been subscribed, and the work on the new elevator is expected to begin soon.

In 1891 E. L. Chatten of Bushton, Kan., agreed to sell and deliver to Hall & Robinson of Kansas City 25,000 bushels of dry, hard wheat, to be shipped between August 10 and 21, at 69½ cents per bushel. Only about 6,000 bushels were delivered, on which account Hall & Robinson were obliged to buy wheat at an advance of 12 cents per bushel. This is the cause of a suit recently brought by Hall & Robinson to recover \$2,183.43 damages.

An investigating committee appointed to look into the affairs of the Merchants' Elevator Company of St. Louis, Mo., has disclosed shortages and irregularities which have made the stockholders call for a division of the shares. It is alleged that Capt. D. P. Slattery is accountable for the disappearance of about \$30,000 worth of grain stored in the elevator before the company was merged in the United Elevator Company and for funds in a gross sum of \$185,000. All the prominent grain men of St. Louis are interested financially or otherwise.

The Blish Milling Company of Seymour, Ind., have begun the erection of a grain elevator of 100,000 bushels' capacity on the pneumatic system. The plant will consist of three steel tanks 36 feet in diameter and 40 feet high, each with a capacity of over 3,300 bushels. M. S. Blish decided on the adoption of the pneumatic system after a thorough investigation of the iron elevators at Toledo. With the completion of this plant the Blish Milling Company will have a storage capacity of over 200,000 bushels.

George Lanz has brought suit against F. W. Schwartz of Chicago to recover \$1,700 lost on wheat deals. Lanz bought wheat in lots of 5,000 bushels on four occasions during April and May in 1894, and paid over to Schwartz \$1,700 to pay on margins. The market fell steadily, and when he closed up his deals he was out \$1,700. He said that Schwartz had never made any accounting to him of the money paid for futures, and he was of the firm belief that Schwartz had pocketed most of the money. The defendant claims that he did not receive a cent from Lanz not due him.

Decision was recently rendered in the last of the fifty suits growing out of the efforts of C. J. Kershaw & Co. and others to corner the wheat market in June, 1887. The suit was brought by Jackson Bros. & Co., a Chicago Board of Trade firm, against C. J. Kershaw & Co. In the attempt to corner the market C. J. Kershaw & Co. carried 20,000,000 bushels of wheat, and went down when the crash came. The point in contention at the trial was whether C. B. Eggleston was a special or general partner of the firm of C. J. Kershaw & Co. It was established that his contri-

bution of \$25,000 to the capital of the firm was made by check instead of by cash payment, and the court held that the evidence showing the manner of his business methods indicated that he was a general and not a special partner in the business of the firm. The decision awarded the plaintiffs \$11,680, which falls upon Mr. Eggleston, he having by the court's decision become liable for the debts of the firm, as C. J. Kershaw & Co. have no property against which a judgment would lie.

Kennett, Hopkins & Co., the Chicago Board of Trade commission men, have been sued by H. W. Ide of Leavenworth, Kan., for \$5,800, which the plaintiff says was lost on the Board. Ide says that during the last year he, at different times, gave the firm money to invest in the wheat market, but instead of investing his money the brokers in each deal assumed the risk on their own account. When the market went low enough to freeze him out, the firm, he says, still had the money which had been put up; that when the market was favorable the firm paid the profits to him, but in no case was his money actually used.

M. and S. Churchill of Toledo, Ohio, are about to commence the erection of a large transfer elevator at West Seneca, near Buffalo, N. Y., which will have a storage capacity of 100,000 bushels. Grain merchants of Buffalo are greatly interested in the scheme, as shipments of grain will not have to be accepted on owners' or shippers' weights, but upon those of the elevator; and as a deputy grain inspector will be stationed at the elevator to examine the grain as it is unloaded, correct weights and proper grades will be assured. Shortages in carload consignments are not uncommon, and the establishment of the house is expected to remedy this trouble.

The Neeley Elevator, recently transferred by the Illinois Trust and Savings Bank to the Nebraska City Packing Company, has been 'hung up' by the Board of Trade directors. It was regular under the old management, but the new cannot, under the present conditions, issue any new regular receipts. The Board of Trade directors presented to the new proprietors for signature a compact pledging themselves not to buy or sell any grain handled by themselves, and the new proprietors refused to sign it. If the present proceedings by the board before the warehouse commissioners are successful the same compact will be presented to all the elevator proprietors next July.—*Times-Herald, Chicago.*

The Heidenreich Company, which has the contract for the 1,000,000-bushel house of the Cincinnati, Hamilton & Dayton Railroad Company on the east side of the Miami river, at East Toledo, Ohio, is rushing the work. Electric lights have been erected and work is carried on night and day. The Heidenreich Company has entered on a time contract for the foundation, including machinery, millwright work, fixtures and appliances for handling grain, and will have the elevator in complete working order by July 27. If it is not done by that time a big forfeiture will be paid, and if before a premium will be given. The elevator will be 90x264 feet, with a very expensive foundation. The storage bins will be 65 feet deep, the engine and boiler room 38'6"x 68'6", built of brick with brick partition. The house will be covered with galvanized corrugated iron. The car-loadingspouts will be inside the house. There will be 12 legs, 6 shipping and 6 receiving, with a capacity of 8,000 bushels each, and 12 shipping spouts on the water side, and 12 Howe Hopper Scales of 1,200 bushels' capacity each, with check beam. The elevator belts will be 6 ply, the conveyor belts 3-ply. There will be four elevator separators of 2,500 bushels' capacity per hour. Fire escapes will be at each end of the house, and there will be pneumatic sweepers, electric bells, tubes, passenger elevator and electric lights.

In the suit of James Stewart & Co. of St. Louis and Buffalo against the Eastern Elevator Company of Buffalo, decision has been rendered ordering defendants to pay \$30,489.50, the amount sued for, and the interest on same. James Stewart & Co. constructed an elevator for defendants in the city of Buffalo, but defendants alleged that it was not finished in the time specified and refused payment and brought a counter action for \$79,000 damages sustained by reason of breach of contract. One contention of the elevator company was that when they contracted to furnish steam shovels they were obliged to furnish only scoops, and not the ropes, machinery, etc., as the contractor claimed. The defendants claimed that there had been a delay of about 48 days in the completion of the elevator beyond the limit specified in the contract, on account of which heavy damages had been suffered. The contractors, on the other hand, proved that the defendants themselves were responsible for a delay of 30 days on account of a defect in the title and failure to negotiate a loan with a mortgage company until 45 days after the contract had been made. The contract originally was for two marine towers. Afterward a supplemental contract provided for putting in an additional tower. This was a strong point for the plaintiffs, as the law provides that where additional work is done as in this instance and the time clause is not mentioned in such supplemental contract, it is the contractors' duty merely to complete the work in a reasonable length of time.



L. R. Brooks of the Brooks-Griffiths Company, grain commission dealers at Minneapolis, has returned home after a journey in Europe.

Edward L. Gridley, a well-known grain broker and member of the Produce Exchange at New York City, has been appointed sheriff.

A. C. Merritt of the firm of Merritt & Arnold, dealers in grain and coal at Wamego, Kan., has been appointed state grain inspector.

Louis Muller of Tate, Muller & Co., grain exporters at Baltimore, Md., has gone with his wife on a trip to Europe. He will return July 1.

A. R. Winslow, formerly grain buyer for the Hyde Elevator Company at Vilas, S. D., has accepted a position as traveling salesman for the Minneapolis Machine Company.

Henry L. Goeman recently resigned his interests in the Samuel W. Weidler Company, dealers in grain, feed and flour at Cincinnati, Ohio, and will engage in business in Chicago, Ill. A farewell banquet was given by the grain men in his honor, and Mr. Goeman took royal leave of his friends.

Orrington Lunt, at one time a prominent grain dealer in Chicago, Ill., is reported to be seriously ill at his home in Evanston. Mr. Lunt was born in Bowdoinham, Maine, in 1815. His first business in Chicago was that of grain dealing, in which he made a fortune, a fair portion of which went to the founding of Northwestern University.

George Dillman, grain buyer at Cobden, Minn., for the Eagle Milling Company of New Ulm, disappeared recently, and though searching parties went out he was not found until five days later, when he was discovered by accident under the hay in his barn, unconscious. He had fallen there when taken with a paralytic stroke. He is now recovering.

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

The total value of breadstuffs imported during February, according to the last report of the Bureau of Statistics, was \$188,866, against an amount valued at \$101,947 imported in February preceding; and during the eight months ending with February breadstuffs valued at \$2,146,856 were imported, against an amount valued at \$1,686,786 imported during the corresponding months of the year preceding.

Barley aggregating 1,807,617 bushels, valued at \$730,175, was imported during the eight months ending with February, against 609,744 bushels, valued at \$275,444, imported during the corresponding months preceding. Corn aggregating 7,468 bushels, valued at \$3,545, was imported during the eight months ending with February, against 1,767 bushels, valued at \$1,264, imported during the corresponding months preceding.

Oats amounting to 230,183 bushels, valued at \$59,058, was imported during the eight months ending with February, against 2,918 bushels, valued at \$1,129, imported during the corresponding months preceding. Rye amounting to 12,538 bushels, valued at \$6,132, was imported during the eight months ending with February, against 50 bushels imported during the corresponding months preceding. Wheat aggregating 1,088,537 bushels, valued at \$633,593, was imported during the eight months ending with February, against 872,367 bushels, valued at \$532,654, imported during the corresponding months preceding.

Of imported breadstuffs an amount valued at \$359 was exported during February, against an amount valued at \$105 exported in February preceding; and during the eight months ending with February breadstuffs valued at \$72,766 were exported, against an amount valued at \$20,632 exported during the corresponding months ending with February preceding. Imported barley aggregating 3,739 bushels, valued at \$1,849, was exported during the eight months ending with February, against 11,175 bushels, valued at \$5,604, exported during the eight months ending with February preceding. Imported wheat aggregating 125,817 bushels, valued at \$62,909, was exported during the eight months ending with February, against 16,715 bushels, valued at \$10,000, exported during the eight months ending with February preceding.

Missouri is said to have a novelty in the line of corn storehouses. In Doniphan county is a corn crib with a capacity of 80,000 bushels, built on a steep hill. When preparing to shell the sheller is set at the lower end, a board knocked off and the entire 80,000 bushels runs through the machine without requiring any shoveling at all.

CROP : CONDITIONS.

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

ALABAMA, BRIERFIELD, BIBB Co.—The oats sown since the freeze are up beautifully and look well. The stand seems to be perfect. A. L.

WISCONSIN, WAUKESHA, WAUKESHA Co., March 28.—The winter wheat acreage is one-third more than in 1894. The stock in farmers' hands is very light compared with former years. JOHN HOWITT.

MISSOURI, BAY, GASCONADE Co., April 1.—The prospects for the growing wheat in this section are good; have never seen it better. W. F. LANGENBERG.

ILLINOIS, BRECKENRIDGE, SANGAMON Co., April 8.—Growing wheat is looking fine in this part of the country, and promises a big crop. AMOS J. ROSS.

IOWA, GRAND JUNCTION, GREENE Co., April 12.—Oats is all sown, and there is a large acreage. The ground is in good condition, but we need more rain. C. W. SMITTLE.

MISSOURI, CAINSVILLE, HARRISON Co., April 3.—We have had a splendid rain and wheat is in fine condition, as good as we ever saw it in this section. PATTERSON & CAIN.

IOWA, OTTERVILLE, BUCHANAN Co., April 9.—More wheat will be raised here this year than usual; mostly spring wheatsown. Farmers are now sowing. Ground is in very good condition. W. J. TURNER.

NEBRASKA, RULO, RICHARDSON Co.—There is much old wheat in farmers' hands being held for higher prices, also considerable corn in Southeastern Nebraska and Eastern Kansas. G. C. WOOSTER.

INDIANA, CENTREVILLE, WAYNE Co., April 12.—Acreage not so large as last year; condition of growing crop never better in this locality, stocks in store with farmers are very small. HOUCK & WRIGHT.

MISSOURI, ASHLEY, PIKE Co.—The growing wheat in southern and western Pike county is very fine—better than it has been for the last five years, and we expect to have a good crop this year. JOHN H. BOLTE.

INDIANA, CHESTERTON, PORTER Co., April 10.—The acreage of wheat is about the same as the last three years. It promises a good crop, equal to last year. About one fourth in farmers' hands. THOMAS BLACKWELL.

KANSAS, MCPHERSON, MCPHERSON Co., April 11.—Fifty per cent. of the growing wheat was killed during the winter, so we will not have a big crop, as one-half the acreage will be plowed up for other crops. PEARL MILLING Co.

MICHIGAN, CALEDONIA, KENT Co., April 11.—The acreage of wheat is one-third less than last year, but it has escaped damage so far. Not over 3,000 bushels will be marketed here of the last crop, one-third less than last year. JOHN MCQUEEN.

OHIO.—The report of the Ohio Department of Agriculture for April 1 gives the following: Condition of the wheat crop, 82, compared with an average; barley, 83; rye, 85; prospects for fruit, 74. Crop of 1894 wheat in producers' hands, 21 per cent.

MICHIGAN, CASS CITY, TUSCOLA Co., April 12.—The acreage of wheat sown in this section is about two-thirds of the average of the past five years. The condition of the crops is good. There is no wheat in store, and about 10 per cent. in farmers' hands.

NEBRASKA.—Reports from 69 counties in Nebraska point to favorable crops the coming season. Nearly every county in the state has been visited by soaking showers, and the seed was in good condition before the rains, the ground generally being good and moist.

MINNESOTA, ASH CREEK, ROCK Co., April 12.—Acreage is about the same as last year; corn larger, wheat smaller, condition fair, rather too dry, have had some rain. No grain left in country to ship, cleaned out better than during the past five years. E. A. BROWN.

KANSAS, BONITA, JOHNSON Co., April 12.—The acreage of the crops is about the same as last year. They are in good condition. There is no grain stored here, but there must be 5,000 bushels wheat and 20,000 bushels corn, no oats, in farmers' hands. J. F. ENSEY.

MONTANA, BONNER, MISSOULA Co., April 1.—The acreage of wheat in this section is about the same as last year, which means about 75,000 bushels for market. There is available land to raise several times as much, but there is no encouragement for a rancher to raise wheat at 30 cents per bushel. CHARLES A. PEPLAW.

SOUTH DAKOTA, ABERDEEN, BROWN Co., April 2.—The soil has been put in excellent condition by rains. The farmers of South Dakota are in the worst condition in their history. From 20 to 25 per cent. of them are wholly without seed grain. In five counties the county commissioners have furnished grain, taking a lien on the prospective crop. The situation has brought such discouragement in some cases that farm-

ers have refused to accept seed even on these terms and will put in no crops at all. A good many farms have been deserted, some of their owners going to the land on the Yankton reservation.

GEORGIA, SAVANNAH, CHATHAM Co.—Reports from the rice planters of the Savannah district show the acreage planted this year will be fully as great as that of last year and probably greater. In 1894 the acreage was reduced. Considerable rice is now being shipped from this port to England, a new departure in trade.

OHIO, BLOOMER, MIAMI Co., April 10.—The area of wheat planted is about one-tenth more than last year. Crops look splendid, no poor fields. Crops are not quite as far along as at this time last year, but there is a good stand. Very little wheat in farmers' hands; 5,000 bushels will clean out elevators here. M. A. PETERSIEN.

PENNSYLVANIA, BRYAN MILL, LYCOMING Co., April 9.—Owing to the very late and dry spring, it is as yet impossible to estimate the coming wheat crop in this section. There had been no rain for five months until recently it rained for two days and the wheat is taking on new life. The supply of old wheat is very low. C. W. PERSUN.

WHEAT IN THE OHIO VALLEY, April 12.—From personal observation while traveling through Tennessee, Kentucky, Ohio, Indiana, Michigan and Illinois during the past six weeks, I find the wheat is in the very best condition, and promises an excellent harvest. Millers say there is yet much wheat in farmers' hands to be marketed. PEKIN.

INDIANA, FT. WAYNE, ALLEN Co., March 30.—The wheat here is looking fully as well as when it went into the winter. There is an average planted. Frost is out of the ground and many farmers are plowing for, and others have, oats already in the ground. There is a general feeling of encouragement in business. HENRY W. BOND.

MINNESOTA, EDGERTON, PIPESTONE Co., April 1.—The acreage of wheat in this section will be about 25 per cent. less than last year, oats and barley about the same. Acreage of corn will be increased considerably. Stock of wheat in farmers' hands is very small, no oats or barley. More acres of corn will be planted in this section than ever before. D. J. FORBES.

IOWA, BURDETTE, FRANKLIN Co., April 6.—Sowing oats is in full blast. I have never seen the soil in better condition. There will be less oats sowed and more corn planted this year than last, and a little more wheat sowed than usual. Very few cattle will be fed this summer. Corn is scarce and very high. There will be less hay in the country the first of May than ever before. H. BODDY.

MINNESOTA, ST. CHARLES, WINONA Co.—There is no great amount of winter grain raised in this locality, but the little rye and wheat planted last fall look well and are considered to be in a good condition and a good stand. There is some complaint that timothy and clover are injured and in some cases almost entirely destroyed, while on some farms they came through the winter fairly well. M. N.

ILLINOIS, IUKA, MARION Co., April 11.—Notwithstanding the very low price of wheat, the acreage in this county is larger than last year. At present the prospects for a good crop are excellent. The wheat in this section last year, better in quality than it had been for years, was a great deal damaged in stack from wet weather. There is not much wheat in the hands of farmers, as much has been fed to stock. A. J. HOLIDAY.

PENNSYLVANIA, GLENLOCH, CHESTER Co., March 27.—Winter wheat and rye are looking fairly well after the extremely cold winter. With plenty of rain and little freezing we should have an average crop, which in this valley means 25 bushels per acre. An unusually large acreage of corn will be planted this spring, as it is the best paying crop we raise. Our farmers feed it all and buy thousands of bushels every year. SAMUEL FETTERS.

INDIANA, MUNCIE, DELAWARE Co., April 10.—The acreage of wheat is about the same as last year, the present condition about 2 per cent., stock in farmers' hands 5 per cent. or less. We have had some good showers, which improved the looks of wheat and grass. The ground is very dry and must have a great deal more rain. All of the cisterns and many of the wells are dry and our river has less water in it now than for many years past. D. CAMMACK.

MINNESOTA CROPS.—Special reports from thirty counties are to the effect that seeding is general. In the wheat regions about 20 per cent. less of wheat will be put in this year except in the extreme northern portion of the Red River Valley, where, it is said, more grain will be sown this year than ever before, owing to the influx of new settlers. In the pine counties of Eastern Minnesota almost no wheat beyond enough for family use will be sown. That region will turn its attention largely to the cultivation of potatoes. In Southern Minnesota there is more than ever a disposition to discontinue the cultivation of small grain with the exception of barley. Nearly 50 per cent. of the farmers are turning their attention to hog and cattle raising and to dairying. This indicates

that the wheat output of the state this year will be short about 10,000,000 bushels. This will result from the fact that the soil will be put by the farmers to other uses. Probably 800,000 acres of wheat lands will not be seeded this year. The rains of March 30 and 31 have put the soil in good condition for seeding, but more moisture will be needed to send the grain up and carry it through the summer.

OHIO, BERLIN HEIGHTS, ERIE Co., April 10.—There is probably a reduction of 10 per cent. in the acreage of wheat of that sown last year. It is very brown and looks as if it was hurt by frost, but with refreshing rains and warm weather we hope to see a large part of it grow and mature. However, it is a little early yet to tell how it may come out, as we have had little or no rain here so far this spring. The amount of grain in farmers' hands throughout this and adjoining counties is less than one-tenth of last year's crop and less than at this time during the last ten years. CLOSE, PEAK & HAWKINS.

SOUTH DAKOTA, GARY, DEUEL Co., April 11.—We have had fine rains recently. The wheat, barley and oats are about all sown. The acreage of wheat will be only about 60 per cent. compared with the past three years; twice as much oats and about the same of barley and flax. There will be three times as much corn planted as ever before. There is not enough wheat in farmers' hands to give them bread until after harvest, and no stocks in store. The elevators have been cleaned out in the past few weeks. I have shut down my mill, as I have no wheat, and don't expect to get more than ten days' grinding before harvest. Feed is very high here and hard to get. ALBERT AKIN.

NORTH DAKOTA, JAMESTOWN, STUTSMAN Co., April 2.—The heavy rains which fell in Minnesota, South Dakota and Nebraska missed this section, and the farms are as dry and bare as in October. Farmers are ready for seeding, but they are not putting in their wheat, owing to the danger that it will be blown away. The bonanza farmers of Cass, Walsh and Grand Forks counties are preparing to seed about the usual quantity of their land to wheat, but among the small farmers there is a decided disposition to curtail the acreage, owing to the small price received for wheat the past season, a good deal of the prime quality having been sold at the elevator at from 42 to 44 cents a bushel.

MICHIGAN, LANSING, April 11.—The state report says that April 1 the frost had not all gone out of the ground, even in the southern counties of Michigan. The weather during March was cold and dry. The mean temperature was below the normal and the precipitation very light. Of course, wheat and grass made no growth in March; they had not even "greened up" when correspondents mailed their reports April 1. Compared with the average years, the average condition of wheat in the state was 85 per cent. One year ago the average condition in the state was estimated at 90. In March, 1894, the weather was remarkably warm, with only a moderate amount of precipitation. The average condition of clover meadows and pastures in the state is estimated at 81 per cent.

ILLINOIS CROP REPORT.—April 2 the Department of Agriculture issued its first crop bulletin of the season, showing the condition of the growing winter wheat crop on April 1. The area seeded last fall was fully 7 per cent., or 150,000 acres, less than the area seeded the preceding season. The plant got a fairly good start before winter set in, and was rarely without the protection of a covering of snow during the prevalence of the extreme cold weather. The per cent. of the plant destroyed by freezing, floods and fly is so small that but few correspondents took it into consideration at all. Some alarm was caused by the drouth of the past month, but little damage was done to the growing crops that will not be fully compensated by the general rain March 30 and 31. The average condition of 96 points for the growing crop is rather remarkable, and promises a large yield at harvest if the conditions remain favorable. In the counties of Madison, St. Clair, Greene, Pike, Clinton, Jackson, Macoupin, Adams, Montgomery and Washington, where the largest crops of wheat in Illinois are raised, the prospect is most encouraging.

GOVERNMENT CROP REPORT.—The April report of the statistician of the Department of Agriculture makes the average condition of winter wheat on the 1st of April 81.4, against 86.7 last year. It was 77.4 in 1893, 81.2 in 1892 and 96.9 for the year 1891. The average for rye is 87. The averages of wheat for the principal states are: New York, .92; Pennsylvania, .92; Kentucky, .86; Ohio, .86; Michigan, .78; Indiana, .83; Illinois, .87; Missouri, .89; Kansas, .53; Nebraska, .45; California, .94. Generally the last winter has been hard on wheat. The fall of 1894 was a dry one and not favorable in many states either to germination or to the maintenance of the vitality of the plant. The spring has also been drouthy over extensive areas. Much good, however, has been produced by rains in the latter part of March, particularly in Indiana, Illinois, Missouri and Iowa. Moderate rains also fell in Nebraska and South Dakota. It is reported, however, that the soil was so dry and had suffered so long from drouth that it will require much heavier rains to produce any permanent effect. The average date of seeding for the whole country was October 9. Very little damage from the Hessian fly is reported.

THE EXCHANGES

Tickets of membership to the New York Produce Exchange are held at \$370.

Chicago Board of Trade memberships are \$625 net to the buyer, dues and transfer charges paid.

A ticket of membership to the Minneapolis Chamber of Commerce recently sold at \$240, the lowest on record.

The National Hay Association's grading and classification of hay has been adopted by the Chicago Board of Trade.

The Buffalo Merchants' Exchange has declared all elevators in the Western Elevating Company at Buffalo to be regular.

The Chicago Board of Trade has within the past two months bought eight memberships for cancellation at \$525 net.

On March 30 the Duluth Board of Trade removed to its new building, which has recently been completed at a cost of \$300,000. The removal took place with informal but appropriate ceremonies.

S. N. Forbes has been appointed secretary of the freight bureau of the Buffalo Merchants' Exchange, and will give a great portion of his time to furnishing information regarding rates, routes, lost consignments, etc.

The Western Union at Chicago has begun sending "service messages" from the Board of Trade floor to the main office over the new Gray Telautograph, a machine which reproduces exactly the handwriting of the operators.

We are indebted to Secretary R. C. Grier for a copy of the twenty-fifth annual report of the Peoria, Ill., Board of Trade for the year ending December 31, which gives the usual shipping and grain statistics of interest to the trade.

To fill the vacancies caused by the resignations of Directors Dunn and Nicholis on the Chicago Board of Trade an election was held recently in which the elevator faction is said to have come out ahead, electing Smith and Wright.

To add to the capacities of the elevators and also to facilitate trading on 'Change the Buffalo Merchants' Exchange has adopted the plan of bulking lake grain cargoes, and henceforth all grain will be stored according to grade only unless there are specific directions to the contrary.

The Baltimore Corn and Flour Exchange has established a hay and straw committee, which was made necessary by the adoption of the classifications urged by the convention of hay and straw dealers in Cleveland. The committee is composed of H. W. Anderson, James T. Clendenin, W. T. Bishop, Richard C. Wells, Daniel Rider.

The St. Louis Merchants' Exchange Benevolent Society has entered on its twentieth year by electing the following officers: President, John Wall; vice-president, ex-Governor E. O. Stanard; secretary and treasurer, D. R. Whitmore. The utility of this benevolent society is shown by the fact that during its existence it has distributed to the beneficiaries of deceased members \$358,809.

The San Francisco Produce Exchange is proposing to make it unmercantile conduct for any member of the association "to be interested or associated in business with, or who shall act as the representative of any organization, firm or individual engaged in the business of dealing in differences on the fluctuations in the market price of any commodity, without a bona fide purchase and sale of property for an actual delivery." If the measure is adopted, a member found guilty as specified shall be liable to suspension from all privileges of the association for such time as the board of directors may deem proper and until he shall have given satisfactory evidence that the objectionable connection has been dissolved; and on a second conviction he may be expelled from membership.

The Illinois Supreme Court in the case of Ryan vs. Cudahy has decided that in case of a corner being run, the short would have the right to show the fact before the arbitration committee before he could be compelled to settle. The committee, engaged as it was to determine a question between the two parties, involving as it did over \$26,000, had no right to confine their investigation to the mere difference between the contract price of the short ribs and the price at which the sales were made on the Board on the day of delivery, closing their eyes to the fact that these sales may have been false, fraudulent and fictitious; sales brought about by a fraudulent combination and a violation of a statute of the state. If the committee is to be confined to mere calculation of the difference between the contract price and a figure established by

a combination on the Board of Trade on the day of delivery regardless of the fact whether such figure is real, fictitious or manipulated by a corner, then a tribunal of character is but a device for legalizing acts prohibited by the common law of the state.

The Chicago Board of Trade directors have instructed the committee on rules to prepare an amendment to rule 21, giving the Board power to declare receipts in any elevator irregular which refuses to permit the Board's inspection committee to sample the grain in its houses at any and all times. Elevator men are inclined to think that the directors are going too far in attempting to make elevators irregular when not ready to submit to an inspection, but elevator men do not oppose inspection on general principles and do not fear the consequences of a just and reasonable inspection.

It is quite probable that the Philadelphia Commercial Exchange will move from its present quarters to the Bourse Building. At a recent meeting of committees agreements were drawn up, which, if ratified by the directors of both institutions, will make this possible. These agreements provide for the Commercial Exchange joining the Bourse as an institution, but retaining its rules and governing its members. A member of the Exchange must become a member of the Bourse by the ownership of four shares of the Bourse stock, by the rental of four shares, or by paying \$10 per year. The Bourse agrees to a connection of ten years, giving the privilege of four renewals if the membership is not less than 250 at the time of the renewal, which the Exchange can cancel by giving a year's notice. The Bourse is to furnish all quotations and other facilities.

Fires, Casualties, Etc.

Edwards Bros' elevator at Troy, Ohio, was burned recently at a loss of \$6,000.

James Laidlaw, grain dealer of Shelburne, Ont., committed suicide recently by hanging himself.

A large grain elevator at Halifax, Nova Scotia, was destroyed by fire recently at a loss of about \$25,000.

The Merritt fax elevator at Ft. Dodge, Iowa, was destroyed by fire March 27. Loss \$4,000; insurance \$2,500.

W. F. Coulson, a well-known grain dealer at Anthony, Kan., recently fell off a veranda at his home and broke his neck.

A. A. Weston, grain merchant of Victor, Iowa, was killed at Conroy recently while trying to board a fast moving freight train.

Geo. F. Green, dealer in grain and coal at Campello, Mass., was recently run over by a wagon, but did not sustain severe injuries.

P. A. Flordin's elevator at Hutchinson, Kan., which was only recently erected, burned March 15. Loss \$4,500; insurance \$2,500.

A consignment of 5,000 bushels of wheat en route to Jackson, Mich., for L. H. Field, was destroyed by fire recently at Hanover.

The Omaha Elevator Company's elevator at Cozad, Neb., burned recently, with a large quantity of corn. Office and cribs were saved.

J. N. Whitner & Co., dealers in grain, hay, etc., at Sanford, Fla., recently suffered a loss of \$7,500 by fire. They carried an insurance of \$3,000.

The Planters' Oil Mill at Greenville, Miss., and a large quantity of seed, oil cake, etc., was destroyed by fire March 25. Loss \$118,000; insurance \$72,000.

There was a disastrous fire near Bingham, Neb., March 31, in which many tons of hay and grain were consumed. One ranch alone lost 200 tons of hay.

Hasenwinkle & Cox's elevator and granary at Hudson, Ill., were destroyed by fire April 8 at a loss of \$15,000, which was partially covered by insurance.

Palon & Watson's elevator at Dundas, Minn., containing a considerable quantity of grain, was destroyed by fire March 22. Loss \$6,000; insurance \$4,500.

The building of the American Starch Works at Columbus, Ind., was burned April 6, together with 75,000 bushels of corn. Loss \$200,000; insurance about \$85,000.

The elevator of the Ottawa Mills at Ottawa, Kan., was destroyed by fire April 6, together with a large quantity of wheat. Estimated loss \$5,000, partially covered by insurance.

Hugh Rogers & Co.'s salt and grain elevator at St. Louis, Mo., burned March 17. The building contained salt and grain valued at \$180,000, which escaped the fire, but was swept away by the water. The

fire broke out in the office, presumably from the stove, and caused a loss of \$200,000, which was covered by insurance.

The Ogilvie Milling Company's elevator at Methven, Man., was burned on March 22. It contained about 15,000 bushels of wheat. The fire apparently originated in the power house.

E. W. Phares' elevator at Tipton, Ind., which contained 2,000 bushels of grain, was burned March 30. The fire was set by an incendiary and was the third attempt to burn the house.

The Osborne & McMillan Company's elevator at Maple Lake, Minn., was destroyed by fire March 21, together with 10,000 bushels of wheat. The Atlantic Elevator narrowly escaped burning.

William Lucas' granary in Freedom township, near Freedom, Ill., was burned recently, together with 1,800 bushels of wheat, quantities of oats and other grains. Loss \$1,500; partially insured.

C. L. Carmack's grain warehouse at Charleston, Tenn., was destroyed by fire March 27 together with 3,000 bushels of grain and 800 bushels of peas. The loss was covered by an insurance of \$5,500.

S. L. Woodworth's broom corn warehouse at Arcola, Ill., containing about 70 tons of broom corn, was destroyed by fire March 30, entailing an aggregate loss of \$5,000, which was covered by insurance.

C. S. Doyen, bookkeeper for Strong & Miller, the elevator company of Minneapolis, Minn., became violently insane recently and was confined to an asylum. He has a wife and three children.

An elevator at Sabetha, Kan., belonging to the Gregg Bros. Grain Company of St. Joseph, Mo., was destroyed by fire April 6, together with 10,000 bushels of grain not belonging to the company. Loss \$25,000.

The elevator and oil storage buildings of the National Linseed Oil Company of Sioux City, Iowa, were destroyed by fire March 21. The stock in the elevator was insured for \$51,500, on which the loss will be about 15 per cent.

Jacob Koogle's barn in Mifflin township, Ohio, which contained 600 bushels of wheat, 400 bushels of oats and a quantity of hay, was destroyed by fire April 6, entailing a loss of \$1,000, which was partially covered by insurance.

The H. J. O'Neill Grain Company's elevator at St. Charles, Minn., was destroyed by fire March 22. There were about 12,000 bushels of grain in the elevator and the total loss is estimated at \$10,000, fully covered by insurance.

The Missouri Grain & Commission Co.'s grain elevator at St. Louis, Mo., was destroyed by fire, together with 70,000 bushels of grain, on the morning of April 10. The total loss will reach \$75,000. The insurance amounts to \$21,500. The origin of the fire is unknown.

Granaries and other buildings in French township, belonging to Robinson & Co. of Richmond, Ind., were destroyed by fire March 25, together with 4,000 bushels of corn, 1,000 bushels of wheat, 10 tons of hay and straw and other property. The fire was incendiary, and was the third attempt to burn the property within a year. Loss \$40,000; small insurance.

Frank McFarland, a member of the Chicago Board of Trade, who had been on the wrong side of the market lately, shot himself dead March 17. He left a letter addressed to the public in which he said that he had tried and failed so often since he came on the Board that he was at last disheartened and ready to give up; that he met defeat again, which was more than he could endure, and concluded by warning all honest men to beware of the Board of Trade.

The Illinois Grain Dealers' Association is working to have a law enacted creating the office of Public Weighmaster. Every dealer in the state should write to his representatives in the state legislature and secure their active support for this bill.

By the contract taken by J. J. Kennedy of Buffalo on the agreement that he is to unload all the vessels of the Lake Carriers' Association, charges for shoveling grain on all kinds of vessels have been reduced to \$3.50 per 1,000 bushels. This is calculated to effect a saving for the season of \$40,000.

An intelligent Japanese gentleman has been making an investigation of the resources of the state of Washington and says that experiments will show that rice culture can be made a profitable industry. Washington is doing everything possible to establish profitable industries, and grain men are beginning to look at it as a "promised land."

Mr. Collville, botanist of the United States Department of Agriculture, says it is a fact, well known and admitted by leading European importers, that American clover seed in general maintains a higher standard of purity than that from any other country in the world. This is owing largely to the fact that American seed-cleaning machinery has reached a higher state of perfection than that of other countries. The trade needs greater accuracy on the part of inspectors in grading seed. This would discourage the mixers.

WATERWAYS

The Illinois and Michigan Canal was opened for navigation from Chicago to La Salle April 1.

Now that lake navigation is wide open, shippers are looking forward with confidence to a revival of the grain trade with the East.

Early navigation on the lakes has never proved very satisfactory, and this year an unusual number of accidents has attended winter navigation. Vesselmen are beginning to think it is wiser to save the April insurance.

During the coming season the work of widening Sturgeon Bay Canal in Wisconsin will be commenced. The cut will be increased in width 30 feet on each side. The cost of the entire improvement is estimated at \$250,000.

The average date for the opening of navigation on the great lakes is April 24, the average of opening for Sault Ste. Marie being May 1. Last year navigation opened April 17, and this year the Straits of Mackinac were practically free from ice April 10.

It is reported that a cargo of 80,000 bushels of Manitoba wheat has been shipped from New York by sailing vessel to Liverpool at 3½ cents per bushel, which is the first charter of a sailing vessel with grain from the Atlantic seaboard for a number of years.

The time has come for making canal rates, and the canal forwarders at Buffalo have opened the season with an organization similar to that of last year. As last season, the organization fails to take in all the interests, and if the outsiders are strong enough the same old haggle will ensue.

The steamer E. A. Shores Jr., which went aground last month on the Racine Reef near Racine, Wis., was compelled to pump out 11,000 bushels of wheat, and 14,000 bushels were badly damaged by water. The grain was for Charles Manegold & Co. of Milwaukee, and they have brought suit to recover \$11,000 for the grain lost and damaged.

How rapidly steamboats are taking the place of sailboats carrying grain is shown in the following statistics: In 1881 sailing vessels carried 19,020,583 bushels of grain and cereals to Europe; in 1894 not a bushel of grain was exported in a sailing craft. In 1891 the unequal struggle with steamships was evidenced when, out of 1,238 vessels which carried cargoes of grain from New York, only 15 were sailing vessels.

Regarding the advantages of the improved Erie Canal, M. M. Drake of Buffalo says: "The actual cost of transportation for a bushel of corn from Chicago to Buffalo (after the canal and deep channel on the lakes shall have been completed) will not be over 3½ cents. Of this the lake rate will be 1 cent, the canal rate 2 cents and the Buffalo transfer and elevator charges a half cent. I believe that this is the cheapest transportation in the world."

The North Sea Canal will be officially opened to traffic June 20. This canal connects Kiel, on the Baltic Sea, with Brunsbuttel, on the River Elbe, below Hamburg, crossing the Prussian province of Holstein. Work was commenced on June 3, 1887. Its length is 53½ miles; average depth, 29½ feet; bottom width, 72 feet, and width of water surface, 213 feet. The speed allowed in passing will be 5.3 miles per hour, and the toll will be 18 cents per net registered ton loading capacity.

The Canadian government has fixed the canal tolls on all waterways for 1895. Tolls on grain and other food products passing through the Welland Canal will be 10 cents per ton, and payment of this amount will entitle to free passage of the St. Lawrence canals. This will make the tolls on grain the same to Montreal as Oswego and Ogdensburg. The Order in-Council makes the new Sault Ste. Marie Canal free to vessels of both countries, making no discrimination against United States vessels.

The marine underwriters have met in their annual conclave, and whether they hate to admit it or not, the English competition is killing them off. The lake companies could not agree on a hull tariff on either metal or wooden hulls, therefore each general agent must do the best he can toward meeting the foreign competition. Where rogues disagree, honest men get their rights. Well, perhaps it is so in this instance, and general agents will meet even the keenest sort of close shaving, so that owners and shippers will be entirely gratified at the dissension in the ranks of underwriters.—*Marine Record*.

Captain W. E. Ferguson of the New York Produce Exchange has compiled some statistics of shipping among which the following will be of interest: There were shipped from New York during 1894 more 24,085,167 bushels of wheat, 8,959,059 of corn, 20,625 of rye, 1,060 of oats, 23,237 of barley, 173,057 of buckwheat, 6,185 of flaxseed and 115,662 of peas. The lion's share of these, 33,384,952 bushels, was carried in British vessels, which made 494 trips across the Atlantic, carrying 21,007,461 bushels. The remainder of the export trade was divided between Belgian, German, Dutch,

Danish, French, Italian, Portuguese, Russian and Spanish vessels.

A late proposed route connecting the great lakes with the Atlantic Ocean by a ship canal begins at the Welland Canal on Lake Erie, utilizing and connecting Lakes Erie and Ontario, the St. Lawrence River, Lake Champlain and connecting with the Hudson River near Albany, N. Y. The proposer says this is a great scheme, and most people will agree with him in that, if in nothing else. Beside it the new North Sea Canal and the Suez dwindle to insignificance, and Panama and Nicaragua are matters of minor importance.

It is said that the winter grain cargoes at Buffalo, N. Y., are turning out as usual—not in the very best of shape. Some of the vessels nearest the elevators have been relieved of their cargoes and have kept the wet-grain men busy. One had 5,535 bushels wet, which was sold for 25 cents per bushel. Another had about 1,300 bushels wet, and another about 1,200 bushels more or less damaged by water. The City of Naples had no grain wet, but was about 80 bushels short. Some of the cargoes unloaded were found none the worse for their winter storage, but these were few. Elevator storage is the best.

A large number of vessels which have lain in the Chicago River during the winter, waiting for cargoes of grain, have been taken off the market. They will remain until May 1 in order to save insurance during April, and will then go directly to Duluth, where an unusual number of boats to carry wheat to Buffalo has been chartered. Vesselmen say not over half the lake fleet will go into commission before May 1, regardless of the formal opening of navigation by the opening of the Straits of Mackinac early in April. They say there is no money in venturing out in April with the Buffalo corn rate as low as 1½ cents.

A NEW WAREHOUSE LAW.

A bill providing for the amendment of the warehouse law of Illinois has been proposed in the state legislature. The present law prevents the establishment of inspection districts by the Railroad and Warehouse Commission, except in cities containing over 100,000 inhabitants. The commission may establish inspection districts upon the application of two or more warehousemen in any city or county, or if a Board of Trade exists the application must have its official indorsement. The bill introduced by Mr. McFee gives this board the power to establish inspection districts in cities where there are handled 3,000,000 or over bushels of grain a year. The introducer of the bill has for the past twenty years been engaged in the grain business, and he asserts that grain men generally desire a law such as the one contemplated.

The bill, after defining what shall constitute warehouses, elevators and granaries, sets forth that the Railroad and Warehouse Commissioners shall establish inspection districts, each of which shall have in its limits a warehouse and elevator capacity of not less than 3,000,000 bushels of grain, and may be formed of contiguous territory lying in not more than two adjoining counties. The Warehouse Commission is empowered to enlarge the limits of any inspection district whenever it is required. Whenever this is done the governor shall at once be notified, and shall appoint a chief inspector for the new district.

The bill of Mr. McFee seems to be aimed at Peoria and East St. Louis, where independent inspection departments are maintained.

Web M. Samuel, president of the United Elevator Company of St. Louis, said, regarding the probable effect on the East St. Louis grain market, should the bill pass: "I do not think it would be to our interest, nor would it injure us materially. Under existing conditions East St. Louis is practically a part of the St. Louis grain market. The Exchange at East St. Louis is composed almost entirely of St. Louis men, and the elevators are owned jointly by members of both Exchanges. This city is under state inspection, and the inspection of grain across the river is done by a board of inspectors appointed by the Exchange, who grade grain according to our inspection, which gives us a uniformity in the market. Should East St. Louis be governed by different inspection laws, both being in the same market, it would cause some confusion in grades and uncertainty in prices. I do not think it would be disastrous. The measure has been repeatedly introduced and killed, and I do not think Mr. McFee represents the interests or desires of the grain men of his state."

President Booth of the Merchants' Exchange of St. Louis said he did not think the bill would pass, but should it be anticipated no serious results, as he thought the difference in grading under the two inspections could be adjusted satisfactorily.

In denouncing the bill the *Journal* of Peoria says: It is not the first nor the fourth time that measures, similar in character and general design, have found their way into the halls of the legislature, and the birth of this bill in particular was expected. It is a measure purporting to have for its mission the regulation of grain inspection and matters of the kind. The direct wording of the enactment is immaterial, and concerns very few outside of the legislature, although the effect of its passage would be a fatal stab to Peoria trade. The McFee bill, if it passes muster,

will injure the Boards of Trade of St. Louis and Peoria to an extent difficult for outsiders to realize. Similar bills in the past have been beaten, but the regularity with which they are revamped has led the business men of the cities most interested to deem them none other than sandbagging schemes, and this time no money whatever will be expended in preventing McFee from getting it through. It does not appear what the chances are pro and con for the passage of this scheme for the tapping of the business men's veins. The bill has been put in the hands of a committee, and there it remains, for the present at least. The relation of St. Louis and Peoria to its passage is that of hostility born of self-defense. It would obliterate Peoria grain inspection entirely.

RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics rice aggregating 406,000 pounds, valued at \$17,055, was admitted free of duty under reciprocity treaty with Hawaiian Islands during February, against 885,000 pounds, valued at \$35,012, in February preceding; and during the eight months ending with February 4,308,087 pounds, valued at \$191,810, were imported, against 5,541,083 pounds, valued at \$220,737, imported during the corresponding months ending with February preceding.

Of rice imported free of duty none was exported in February, against 60 pounds exported in February preceding; none was exported during the eight months ending with February, against 8,730 pounds exported during the corresponding months ending with February preceding.

Dutiable rice aggregating 11,996,831 pounds, valued at \$179,051, was imported during February, against 7,347,740 pounds, valued at \$112,449, imported during February preceding; and during the eight months ending with February 77,583,621 pounds, valued at \$1,274,646, were imported, against 33,824,145 pounds, valued at \$531,772, imported during the corresponding months ending with February preceding. Of dutiable rice we exported 760,930 pounds, valued at \$11,802, during February, against 1,135,908 pounds, valued at \$20,136, during February preceding; and during the eight months ending with February 5,975,624 pounds, valued at \$94,388, were exported, against 7,719,327 pounds, valued at \$138,484 exported during the corresponding months ending with February preceding.

Rice flour, rice meal and broken rice amounting to 4,665,886 pounds, valued at \$65,219, were imported during February, against 3,439,394 pounds, valued at \$50,990, in February preceding; and during the eight months ending with February 46,282,156 pounds, valued at \$658,333, were imported, against 35,700,105 pounds, valued at \$549,695, imported during the corresponding months ending with February preceding. Of imported rice flour, rice meal and broken rice none was exported in February and none in February preceding; and during the eight months ending with February 987 pounds were exported, against none exported during the corresponding months ending with February preceding.

OBITUARY

George Hirsch, a prominent grain dealer at Celina, Ohio, died recently of heart disease.

P. A. Sublett of the grain commission firm of Sublett & Cary, Richmond, Va., died recently.

W. B. McCormick, a well-known grain dealer of Fairchance, Pa., and member of the firm of W. B. McCormick & Son, died recently.

George B. R. Dufresne, a grain dealer of Three Rivers, Quebec, Canada, and member of the firm of G. B. R. Dufresne & Co. of that place, died recently.

Captain C. B. Kimber, a gentleman for many years identified with the grain business of Philadelphia, Pa., and a member of the Commercial Exchange, died March 18 at the age of 54 years.

Ex-Lieutenant Governor Edmund Carnes died March 21 at Seward, Neb. He was born in Butler, Pa., in 1844. In 1856 he went to Mercer county, Ill., and later lived in Minnesota and California. In 1873 he settled at Seward, Neb., and engaged in the grain business. He was a member of the constitutional convention of 1875, and was a member of the state senate and twice lieutenant governor.

Ira Holmes, an old member of the Chicago Board of Trade, died March 17 at Milwaukee. Mr. Holmes was born in Brockport, N. Y., in 1840. He graduated from the Rochester University in the class of 1861, and came to Chicago three years later. He entered the Third National Bank as cashier, remaining there for four years, when he became president of the Manufacturers' National Bank. This institution went down in the panic of 1873. After that failure Mr. Holmes confined himself chiefly to the Board of Trade. There he made his greatest successes in the early years of the last decade. He scored his greatest success in 1881, when he bulled wheat from \$1.06 a bushel to \$1.47, and on the rise of over 40 cents cleared \$800,000.

OVERCHARGES AND UNDERCHARGES.

As soon as we received the query of N. M. Waldraw, which is published in this number, we wrote to the Interstate Commerce Commission and were referred to its last annual report, from which we take the following:

While the mechanical part of railroad transportation has reached a high degree of development in this country, that branch of the service which pertains to shipping, billing, and the statement, collection and correction of charges is, especially as to traffic over connecting roads, conducted with so much uncertainty, and is so lacking in system and regularity, as to justify charges of gross carelessness and frequent disregard of the property rights of the shipping public.

Complaints of overcharges arise from the misrouting of freight, from agents' want of knowledge of actual rates in force, from failure to correct the billing to proper rates at destination, from erroneous statement of weights, from misapprehension of rules governing minimum weights, from misapplication of classification, and other causes. Whatever the specific cause may be, the occurrence of overcharges is usually ascribed to inadvertence, insufficient information, or failure of some official to perform his duty; in short, to either the ignorance or error of railway agents. Such reasons are, in connection with declarations that all claims are promptly adjusted, given in excuse for the taking of overcharges: but the actual fact is that these overcharge claims are rarely adjusted and paid with promptness. The files of the commission teem with complaints of delays by carriers in the settlement of overcharges which, in the nature of things, could not have been necessary.

A shipper of hay and grain in the West makes this statement:

Shipment arrives at destination with an overcharge of from \$5 to \$50, and the company, while acknowledging the claim, pass it around from six to eight months, getting authority from each line interested. In this way they keep shippers' money tied up from four months to a year without paying interest or anything. We have \$2,400 in railroad companies' hands in this way, and are paying bank 10 per cent. interest to handle our business.

We are satisfied that this is not an extravagant statement of the amount which a large shipper or consignee may have involuntarily invested in transportation claims for excessive charges. These amounts are, in effect, enforced loans to railway companies, and their yearly total must represent a large sum illegitimately withheld from its rightful owners and their business.

Instances of disallowance by carriers of claims just upon their face are not wanting. A shipment of feed from a place in Ohio to a point in New York was chargeable under a plainly worded tariff at the New York City rate of 25 cents a hundred, and this rate was properly specified in the bill of lading. But the car was erroneously forwarded by a more expensive route, and at the delivery point a higher rate was demanded and collected. The claim agent of the initial road refused to honor the claim and curtly informed the claimant that the proper charge had been collected. The claimant finally complained to the commission. The general traffic manager, upon being notified of the facts by the commission, ordered the overcharge refunded. Soon after, the same complainant found it necessary to bring to our attention an exactly similar claim against this company, in order to obtain a refund of the excess paid. Cases like these are well calculated to create a belief that carriers are willfully negligent in the matter of paying just claims.

The injustice occasioned by overcharges rests, first, upon the fact that they occur at all; and, second, upon failure to promptly settle the claims. The taking of an unlawful charge and its retention for an unnecessarily long period has all the effect of extortion and willful discrimination. There is no justification for such delay in the settlement of overcharges. Agents at delivering stations have authority to correct freight bills containing an apparent undercharge, but they are not generally authorized to make reductions when the bills show an overcharge. The agent is deemed competent to raise the underrate, but the correction of an overrate is usually reserved for the more deliberate action of the claim agent and the red-tapism required to obtain the unnecessary consent of initial and intermediate roads. We think this a senseless distinction. The carrier should employ competent agents and keep them informed, and vest them with full authority to immediately correct errors for or against the company. There should not be, and need not be, any such thing as uncertain transportation rates or a long drawn out claim for overcharges. If the excessive character of the rate be discovered before payment of charges at destination, the agent should correct the expense bill then and there and deliver the goods on payment of what is actually due; and if not shown until after payment of the overcharge, the agent should still be authorized to refund, or at least to do so after telegraphic communication with his superior officers. When freight has been prepaid by the shipper, the agent of the initial road should have authority, upon notification and verification of the overcharge claim, to pay it. The connecting carriers would not

be embarrassed by the arrangement; they would have no difficulty in making proper distribution of the corrected rate, or in levying upon each its proportion of the refund. These are matters with which shippers and consignees have no concern, and they should not be compelled to wait for an adjustment of the overcharge as between the participating carriers. The carrier who collects the freight charge should be held directly responsible for the summary settlement and repayment to the proper person of any excess above the rate which is legally in force. This obligation should be enacted into law. Such a provision would, by diminishing overcharges, tend to allay much of the irritation now manifested by the public toward the railroads.

The ignorance or carelessness of agents in contracting for and billing freight which results in so many instances of overcharge often brings about the sending of goods at a rate which is less than that allowed under established tariffs of the carriers. This is likely, in some cases, to be more damaging to shippers and consignees than overcharges. In the absence of collusion between shipper and carrier for the purpose of willful rate cutting, an undercharge is almost certain to be corrected before delivery of goods to the consignee. Contracts between the shipper and consignee based upon the underrate officially quoted by the carrier's agent to the shipper, or sometimes to the consignee, are thus often rendered wholly unprofitable, and sometimes are the occasion of considerable loss. Not infrequently the shipper of household goods or other personal effects is subjected by this careless naming of low rates, and subsequent correction to higher rates, to the payment of a sum sufficient, if known beforehand, to have deterred him from making a shipment, and possibly to change his plan of place of living, as might be the case with a prospective emigrant.

These are very serious considerations. They are in nowise answered by the fact that injured parties have a right of action in the courts for damages. Patrons of railways should never find it necessary to bring suits for the recovery of damages growing out of the use by a carrier of rates not fixed according to law. One of the main purposes of the statute was to secure the absolute certainty of railroad charges. Besides, the person injured may be hundreds of miles removed from the place where he can properly bring suit against the offending carrier, or if not, and the suit is brought, he must incur considerable expense for attorney and litigation fees.

There is, moreover, as the act to regulate commerce now stands, some room for question whether, in view of the requirements for the publication of rates, an action by a shipper or consignee can be successfully maintained when based upon the erroneous insertion in the contract of shipment or bill of lading of a charge which is less than the rate lawfully in force, and exaction of the full legal rate before delivery at destination. Recovery in such cases has been had in some state courts, while in others it has been denied on various grounds; but the question has not been directly raised and decided in any federal court, so far as we are informed. It seems to us, however, that the existence or non-existence of such right of recovery is immaterial to the proper remedy for this evil. What is needed is abolition of the practice of inserting in bills of lading or shipping contracts any other charge than that which may be collected under authority of law. That charge is the one which appears in rate sheets published by the carriers themselves.

Some provisions should be added to the law which would require carriers, in every instance, to specify in bills of lading or shipping tickets the routing of the freight and the rate of charge lawfully in force for the transportation service to the point of destination, previous inquiry being made for the purpose of ascertaining such rate, if the same should not be known at the shipping station, and that notice to the shipping agent of an initial or sending carrier of intention to ship certain property between named points shall be sufficient to put upon such carrier the burden of inquiry into the proper rate or sum to be charged on such shipment; that the shippers shall have the right to designate the routing, and the initial carrier shall name only rates which are lawfully in force over routes so designated, and that, in the absence of such designation by shippers, it shall be the duty of the initial carrier to route each shipment by the least expensive route, and name the rate thereon which is at the time lawfully in force for the carriage of the property in question; that violation of this provision by an initial carrier, or the diversion by any carrier of the traffic from the route indicated in the bill of lading or shipping ticket, with which the waybilling of the carriers must correspond, or any change by a carrier in the rate or charge named in such bill of lading, ticket or waybilling, or the attempt by any carrier to collect a different rate or charge than is specified in the billing of the freight, shall render the carrier liable to a fine, which should be made sufficiently large; that production of the bill of lading, shipping ticket or expense bill shall, together with copies of tariffs showing rates in force, be sufficient evidence of any such variation from lawful rates. Provided, however, that it shall still be the duty of every delivering carrier, when freight charges have not been prepaid, to collect only the rate or charge which may be lawfully in force for the carriage of goods included in any shipment, and the billing may be corrected accord-

ingly by such carrier; but in every such case the carrier issuing the bill of lading or shipping ticket showing other than the rate or charge lawfully in force shall be subject to the fine above mentioned.

ITEMS FROM ABROAD

Russia is said to have furnished more wheat to Great Britain during February than did the United States.

The Belgian government has repealed the discriminating duties against food products recently imposed against the United States.

Many of the table lands of British Central Africa are splendid agricultural districts and will some day give their quota to the world's supply of wheat.

The exports from the Argentine Republic during January included the following, estimated in tons of 2,204 pounds: Wheat, 30,893; maize, 3,036; flaxseed, 4,691; hay, 587; flour, 2,481.

B. Thomy, a prominent grain exporter of Warsaw, Russia, is on a tour through the United States investigating the grain business of the country, which he says is carried on much the same as in Russia.

The tariff bill recently adopted in Argentine places a duty of 10 per cent. ad valorem on farm wagons, a reduction of 60 per cent., and on binding twine 5 per cent., a reduction of 50 per cent. The changes are intended to encourage farming.

The annual Argentine wheat scare which the newspapers indulge in has made its seasonable appearance. Those unlimited acres, low cost of production and abundant yields have been held up to envious Russia, India and the United States until we are all getting on familiar terms with the hobgoblin. The last crop has fallen considerably below the previous one.

A French report says that in the neighborhood of Paris the young wheat plant looks exceptionally well, and has evidently not been affected by the severe weather. In the West and North, however, the outlook is far from satisfactory, and it is feared that there will be numerous patches of frost-killed wheat. Owing to the lateness of the season most farmers will probably substitute oats or barley.

The total exports of wheat from India to Europe in the year ending March 31 were 13,250,000 bushels. In the preceding year the exports were 23,184,000 bushels; two years ago, 28,712,000 bushels; three years ago, 58,872,000 bushels. It is the opinion of the best European authorities that this great falling off in Indian wheat shipments is permanent and that the great increase in the consumption of wheat in India accounts for it.

Count Von Kanitz, in the German Reichstag, recently introduced his government grain monopoly proposal, and endeavored to justify it on the ground that some radical step was necessary in order to relieve the distress in husbandry and to increase the price of cereals to a point which would cover the cost of their production. The chancellor declared that the plan was contrary to existing commercial treaties, and that it would be incompatible with the dignity of the empire to strive to obtain a modification of them so soon after their conclusion.

As a result of deliberations by the governments of Hungary and Austria arrangements have been made to regulate the importation of foreign grain with grinding license. The two governments have prescribed that foreign grain imported with grinding license must absolutely be accounted for within one year from the date of import, and if the grain imported, duty free, should not be exported in the shape of flour within one year the duty paid will no longer be refunded. By pursuing this course Hungary and Austria will succeed in preventing a large accumulation of the foreign grain imported; while on the other hand the agitation that has been recently raised by the agrarians in both countries against the import of foreign grain with grinding license will cease.

OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

H. W. Richards, Mishawaka, Ind.
F. L. Cranson of the Huntley Mfg. Co., Silver Creek, N. Y.
Geo. M. Robinson of the Charter Gas Engine Co., Sterling, Ill.
L. S. Hogeboom, Minneapolis, Minn., representative of The Knickerbocker Co., Jackson, Mich.

The Illinois Grain Dealers' Association needs and merits your support.

THE MARKETS.

We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.

MILWAUKEE.—The sample grain markets here the past four weeks have been fairly active. The receipts have been light, and with some grains a brisk demand has existed.

Wheat has been scarce, and although the option market lost its recent huge prices for sample wheat have not varied much, No. 1 Northern up to writing bringing 65 to 65½; No. 2 Hard Winter 58 to 59; No. 2 Red Winter about 57. Ninety-five per cent. of the wheat receipts are from Chicago. The millers here are now buying heavily in that market.

Sample barley has been firm and scarce, No. 2 bringing about 52½ to 53.

Rye has shown more activity than any other grain, and it is rather surprising to see receipts so light with such good prices. No. 1 is now selling from about 58½ to 59. The rye crop this year has been a good one, and receipts ought to be large.

Corn receipts have been almost next to nothing, and a brisk demand and good prices have prevailed right along. No. 3 Corn is bringing from 48 to 48½.

Sample oats have been fairly active, receipts and shipments moderate. The F. and P. M. boats have taken several cargoes for Eastern markets. No. 2 White Oats now about 32½ to go to store.

Hay has been very dull with large receipts, but the last week has shown an improvement, receipts falling off. No. 1 Timothy is bringing on track from \$10.50@11.00; No. 2 \$9.00@10.00; Clover and Mixed \$7.00@8.50; good to choice upland \$10.00@11.00; Wisconsin Marsh and Prairie \$5.00@8.50.

Straw has been steady. Oat straw is now selling at \$4.00@4.50; Rye \$5.00@6.00; Wheat \$3.00@3.50.

M. S. LOWRY.

Latest Decisions.

Execution of Contract by Agent.

A note signed by one as "agent" does not bind another as principal where such other person is not named, either in the body of the note or in the signature. — *Cortland Wagon Co. vs. Lynch* (Sup. Ct. 4th Dept.) 31 N. Y. S. 325.

Liability to Assignee of Bill of Lading.

Where the consignor's sight draft is attached to the bill of lading, and the carrier delivers the goods to a purchaser from the consignee without requiring the bill of lading to be delivered up, such carrier is liable to a bank which advances the money to the consignee to pay the draft, and takes the bill of lading as security therefor. — *Walters vs. Western & A. R. Co.* (Circuit Court N. D. Georgia), 63 Fed. Rep. 391.

The True Character of the Interstate Commerce Commission.

The interstate commerce commission is not a court. It is an administrative body, lawfully created and lawfully exercising powers which are in a sense judicial, as are the powers exercised by the commissioner of patents, and, in many respects, by the heads of the various departments of the executive branch of the government. Its rulings and decisions are entitled to the highest respect of the federal courts, and they are justly so regarded. But that is all, and as an illustration of this the United States Circuit Court says (Interstate C. C. vs. Cin., N. O. & T. R. R. Co., 64 Fed. Rep. 981) that a court of equity will not ordinarily restrain a railway company from charging freight rates in excess of an order of the commission before they have been found to be excessive and unreasonable by a court or a court and jury.

Insurance—Notice—Waiver.

The Supreme Court of Illinois held, in the recent case of the Phoenix Insurance Company vs. Hart, abstracted in the *Chicago Legal News*, that a provision in a policy of insurance that the placing of a mortgage or incumbrance on the premises insured without the written consent of the insurance company indorsed thereon will make the policy void, may be waived by such company through its agent; that where a mortgage is put on the premises without the written permit of the defendant, upon the assurance of the defendant's local agent that the mortgage is all right, and that no permit was necessary because the mortgage was not on the forty acres on which the house stood, in such case the insurance company, with knowledge of the mortgage, cannot retain the premium and treat the policy as in force, knowing that the assured was relying upon its validity until a loss was incurred, and then insist upon the execution of the mortgage as a breach of the condition of the policy; and that notice to the agent of an insurance company at the time of the application for the insurance of facts material to the risk is notice to the insurer, and will prevent it from insisting upon a forfeiture for causes within the knowledge of the agent. The court said that the tendency of the courts is to hold that an insurance agent may waive any of the conditions of the policy and bind the company by such waiver; and that his promises and acts, both of omission and commission, representations, statements and assurances,

made within the scope of his agency and after knowledge of a breach of condition, or of the inaccuracy of the statement in the application, if relied on by the assured, who is himself without fault, may be set up by the insured, either on the ground of waiver or of estoppel, in answer to a claim of forfeiture.

Railroad—Fire—Sparks—Negligence.

The Kentucky Court of Appeals held, in the recent case of Louisville & Nashville Railroad Company vs. Mitchell, that a railroad company is required under the statute to use the best device known to railroad men and in general use for preventing the escape of sparks from locomotives, and should be held to strict diligence in the use of same, seeing that it is in perfect condition, and that the burden is on the company to show this care and diligence and sufficiency of the machine used, in place of the old one first noticed and prescribed by the legislature, but that when the company has brought itself clearly and conclusively within the lines indicated, then under the law in Kentucky it is not responsible if by accident fire does escape and causes damage. In this case, which was brought against a railroad company to recover damages for destruction of plaintiff's buildings by fire alleged to have been caused by sparks escaping from defendant's engine, as defendant showed that it had come fully up to the requirements of the law, both as to the contrivance used (which, instead of a screen around the top of the smokestack, was an extension front engine to which was attached both a fender and a wire screen) and also as to the care required in its adjustment and use, the court held that the defendant was not liable even if the fire was caused by escaping sparks, which the court thought it was not, and that therefore the court below should have given a peremptory instruction for defendant, and failing in that should have set aside the verdict for plaintiff as against the evidence.

Bill of Lading—Cargo—Title.

The case of Pollard et al. vs. Reardon, recently decided by the United States Circuit Court of Appeals at Boston, arose upon a bill in equity to enjoin the defendant from unloading a cargo of hides against which the plaintiffs had a claim. The defendant sought to unload the hides under a bill of lading from one Mansfield, the consignee. The plaintiffs claimed that the bill of lading was fraudulently indorsed by Mansfield to the defendant, that Mansfield had given them a bill of sale of the hides, and that they were entitled to hold the cargo as security for a general account between them and Mansfield. The court decided in favor of the defendant, saying: "In the development of commerce and commercial credits the bill of lading has come to represent the property, but with greater facility of negotiation, transfer and delivery than the property itself; it is a negotiable instrument, even though not in the same sense as promissory notes or bills of exchange; it carries on its face, in the words 'and assigns,' an authority to dispose of it, and, as we have seen, a like authority when indorsed in blank, by which the person who voluntarily puts it out or permits it to be put out ought to be estopped, and it has become so universal and necessary a factor in mercantile credits that the law should make what the bill of lading thus holds out. There is every reason found in the law of equitable estoppel and in sound public policy for holding, and no injustice is involved in holding, that if one of two must suffer, it should be he who voluntarily puts out of his hands an assignable bill of lading, rather than he who innocently advances value thereon. When Pollard, Pettus & Co. accepted from Mansfield a bill of sale of the hides in question, they knew that in the regular course of business a clean bill of lading for them would issue to him, clothing him with the customary indicia of absolute ownership; they took the chances arising from this; they must stand as though they assented to it; and they claim no right against anyone who dealt with Mansfield in good faith, relying upon it. Their presumed assent to the issue of the bill of lading to Mansfield is emphasized by their laches in applying for it. Whatever may be the nature of their right it cannot prevail against Reardon's title under the bill of lading."

IMPORTING FLAXSEED.

The arrival in New York recently of a steamer from the Argentine Republic with a cargo of 120,000 bushels of flaxseed has brought to light some interesting facts. It seems that quite a trade has been going on in seed from the far-away country for some time, about 500,000 bushels of the Argentine seed having already been sold there. Another vessel with a cargo similar to the one received, is due there soon. The flaxseed, although dirty, is reported to be of good quality, and the price is equal to \$1.28 per bushel, duty paid, the latter amounting to 20 cents per bushel. Crushers get a rebate on oil cake exported, which makes the net price about \$1.20 paid for the South American article. It is interesting to note that two years ago America exported large quantities of flaxseed—now she is importing.

Two boys were recently arrested at Chicago for stealing grain and were fined \$50.

LOCATIONS FOR FACTORIES.

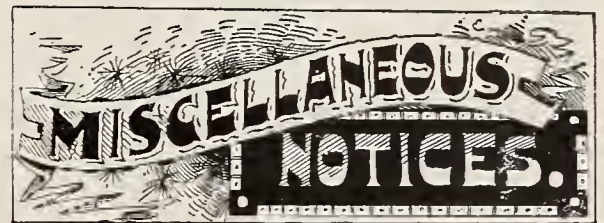
The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company owns and operates 6,150 miles (9,900 kilometers) of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the lines of the company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle. Many towns on the line are prepared to treat very favorably with manufacturers who would locate in their vicinity.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

A number of new factories have been induced to locate—largely through the instrumentality of this company—at towns on its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Nothing should be permitted to delay enterprising manufacturers from investigating. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

LUIS JACKSON,
Industrial Commissioner, C., M. & St. P. R'y,
425 Old Colony Building, Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

FLOATING ELEVATOR WANTED.

I want to purchase a floating grain elevator complete. Address

GRAIN, Box 1796, New Orleans, La.

ELEVATOR WANTED.

I want to lease an elevator in Northern Illinois for a term of years; small town preferred. Address

W. M. WEBSTER, Poplar Grove, Ill.

POSITION AS MANAGER WANTED.

Wanted—Situation to manage grain elevator or roller cornmeal plant. Understand the business. Address

K. W. E., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

PRACTICAL GRAIN MAN WANTED.

Wanted—A practical grain man with \$5,000, to take an interest in an established grain hospital. Best location on earth. Address

ZENITH ELEVATOR COMPANY, Duluth, Minn.

ELEVATOR WANTED.

I want to buy or lease a grain elevator in good grain country in Iowa or Nebraska. Give full description of property with best terms. Address

B., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

ROLLER MILL FOR RENT.

A first-class modern roller mill of 100 barrels' capacity; also 50-barrel custom mill and elevator of 5,000 bushels' capacity, for rent, water power included. In good wheat country; access to four railroads. During the period of 1891-93 the mill cleared above all expenses \$5,000, and paid a rent of \$2,000 per year. Mill can be had for considerably less now, by responsible party. Best of reasons given for this offer. Address

MODERN ROLLER MILL, care AMERICAN ELEVATOR AND GRAIN TRADE, 184 Dearborn street, Chicago, Ill.

RUDY'S PILE SUPPOSITORY

Is guaranteed to cure Piles and Constipation, or money refunded. 50 cents per box. Send two stamps for circular and free sample to MARTIN RUDY, Registered Pharmacist, Lancaster, Pa. No POSTALS ANSWERED. For sale by all first-class druggists everywhere. Peter Van Schaack & Sons, Robert Stevenson & Co., Morrison, Plummer & Co., and Lord, Owen & Co., wholesale agents, Chicago, Ill.

DAVIS' GRAIN TABLES.

The value of wheat or any grain at 60 pounds to the bushel, for any amount less than 100 bushels is shown without addition or multiplication, and for any amount over 100 and under 1,000 bushels, with but a single addition: at any price from 25 cents to \$1.25 per bushel. The value of bushels and pounds of other grain also is shown at 56, 48 and 32 pounds to the bushel at any price from 15 cents to \$1.50 per bushel. Price, postpaid, \$1.25. Address

E. D. DAVIS, 610 Nicollet Ave., Minneapolis, Minn.

WANTED AND FOR SALE.

I want to buy or lease a good elevator, supported by a good grain trade, in good town in Indiana or Illinois. Business must be from 300 to 500 cars. Competition, reasonable. I am a thorough and experienced grain dealer. Would go in partnership with some person or firm having large and paying business; long experience has made me thoroughly competent to fill any position. I have for sale one Wilford & Northway 3 High Roller Feed and Meal Mill, one Scientific Feed Mill and elevator for same, shafting and pulleys. Magnificent bargain for someone. Write me; I am a hustler. Address

GRAIN DEALER, care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

GRAIN MIXER AND GRADER.

I want a position in the above capacity with some good grain firm. Have had twelve years' experience and constant practice in mixing every quality of wheat and corn. Can be of great advantage in mixing and grading grain to pass inspection, and understand thoroughly the cleaning of all kinds of grain and how to operate machines to secure desired result. Can draft and execute plans for the best system of handling grain. Advertiser is responsible party, is at present at work for himself and can supply references, including the publishers of the AMERICAN ELEVATOR AND GRAIN TRADE. Address

MACK, care AMERICAN ELEVATOR AND GRAIN TRADE, 184 Dearborn street, Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

ELEVATOR AND HOME FOR SALE.

For Sale—A 30,000-bushel grain elevator on the Q. R. R. County seat. Also my home. Address
Mrs. H. E. JORDAN, Fairfield, Iowa.

ELEVATOR, STORE AND HOUSE.

For Sale—A 20,000-bushel elevator (run by a three-horse power Charter Gasoline Engine), general store (only one in town), 7-room house and barn for 20 head of stock. All new and in first-class condition. For particulars address

ALEX. BEAUDREAU, Westport, Pope Co., Minn.

ILLINOIS STEAM ELEVATOR.

Steam power grain elevator in excellent condition for sale at a bargain. Situated on the I. C. R. R., in a splendid grain center. Capacity of elevator 20,000 bushels; crib room outside for 40,000 bushels of grain. Good coal and feed trade in connection. Will sell for one-half cash, balance on time to suit purchaser. Address

GRAIN DEALER, Lock Box 95, Macon, Macon Co., Ill.

GRAIN AND COAL BUSINESS.

Grain and coal business in Central Ohio for sale. Good grain point Address
M. T., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

GRAIN ELEVATOR FOR SALE.

Horse power elevator, coal house, corn cribs, etc. But one other elevator in the town. This property is for sale cheap, and a first-class money-maker for the right party. Address

D., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

THREE IOWA ELEVATORS FOR SALE.

Three elevators situated in Northwestern Iowa, on the line of the Chicago & Northwestern Railroad, for sale. They are nearly new, having been built two years ago. From 40,000 to 75,000 bushels' capacity. Well built, with good stone foundation under each. Power, gasoline engines. Will sell one or all, part cash, balance time. Good security. Address

L. J., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

WISCONSIN ELEVATOR.

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Patented April 3, 1894.

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Its cost is so small that it is practical for farm use.

Its pulley blocks are roller bushed and steel, reducing friction to a minimum.

With it ear corn can be cribbed with less expense than with a scoop, if cost of storage is considered.

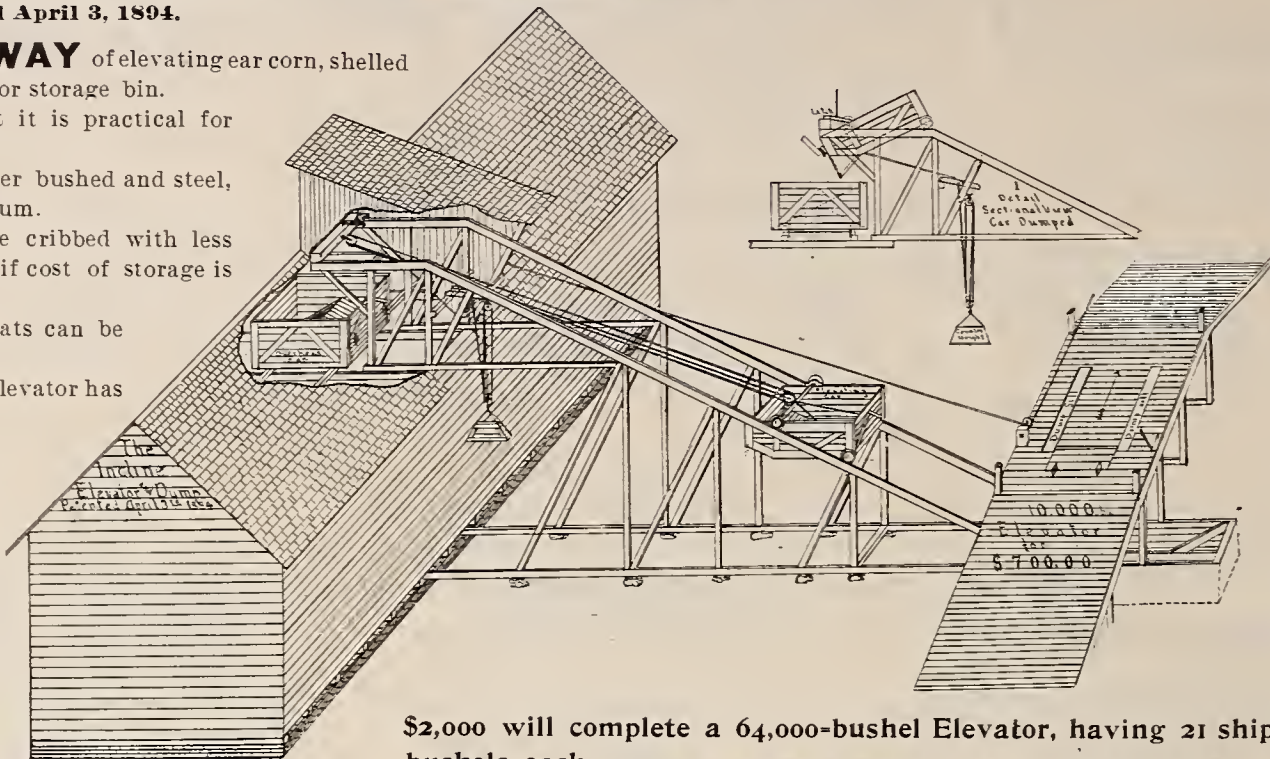
With it 3,000 bushels of oats can be elevated in one hour.

With it a grain dealer's elevator has the following advantages:

Every team elevates its own load, thereby the power for elevating is obtained without cost.

A whole load is elevated at a time and dumped at the top, making it practical to use an overhead car by which at the same cost you obtain more shipping bin capacity alone than all the storage and snipping bin capacity of a belt elevator.

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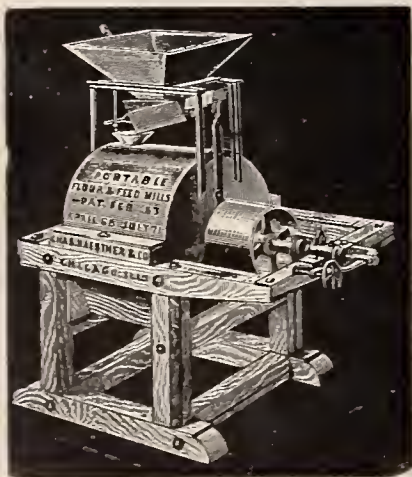
C. A. PILLSBURY, Prest. G. W. PORTER, Treas. and Mgr. K. R. GUTHRIE, Secy.
ATLANTIC ELEVATOR COMPANY, Incorporated.
GENERAL GRAIN DEALERS. Elevators on Minneapolis, St. Paul and Saint St. Marie Ry.
J. A. DEMUTH, Esq., Oberlin, O. MINNEAPOLIS, MINN., May 25, 1893.
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Gibson L. Douglass, Mgr. WEST SHORE ELEVATOR. 1 and 3 Beaver Street.
J. A. DEMUTH, Esq., NEW YORK, May 26, 1893.
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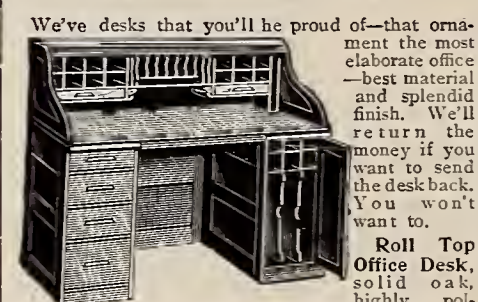
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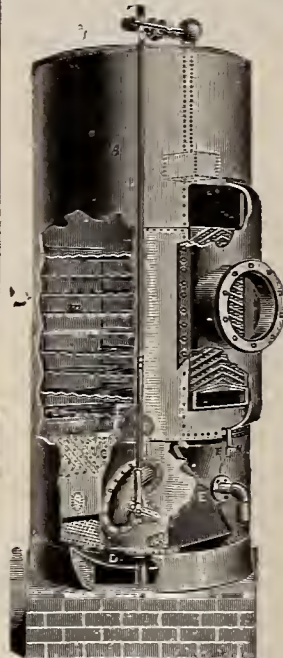
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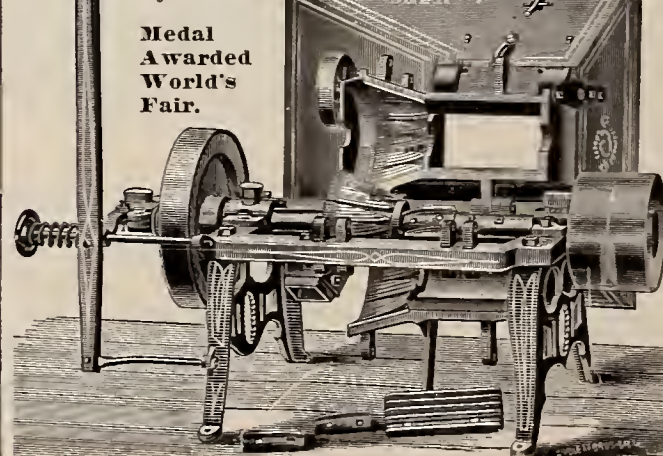
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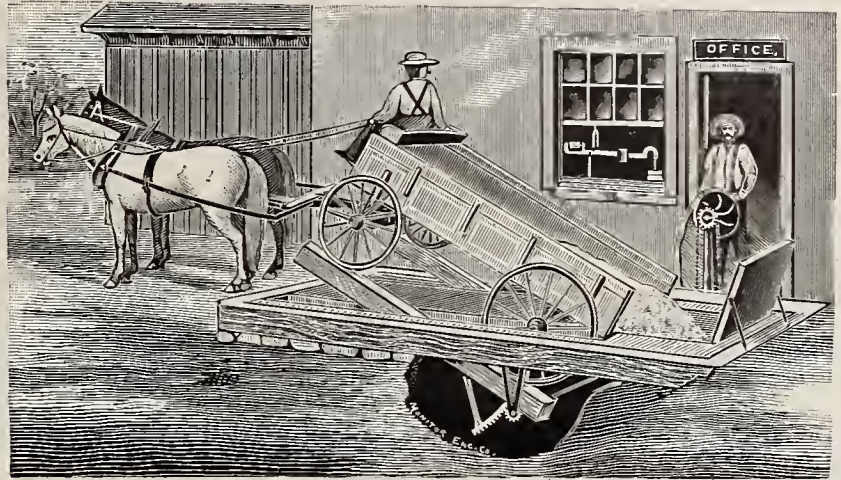
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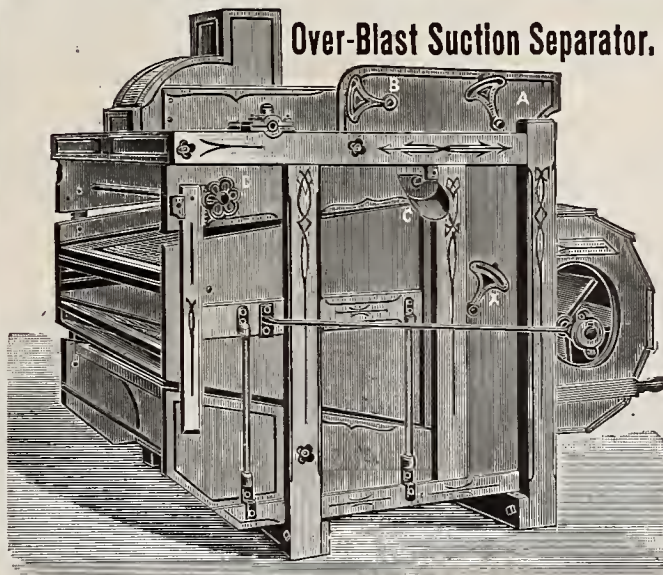
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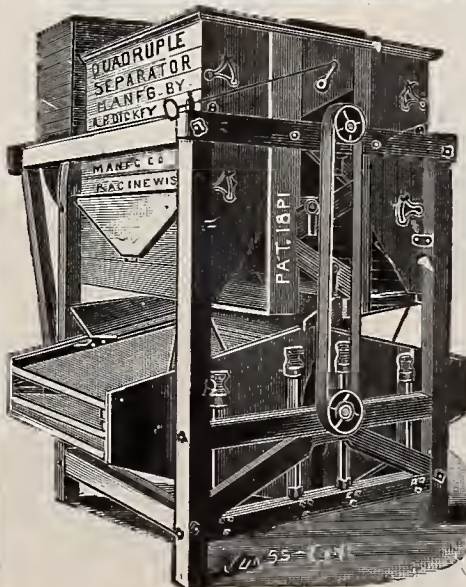
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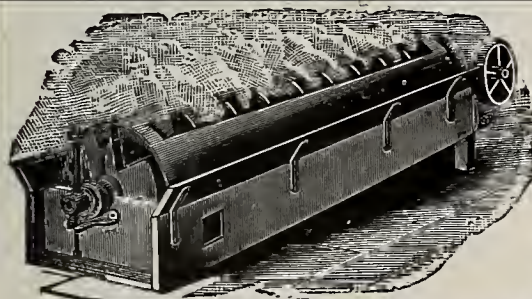
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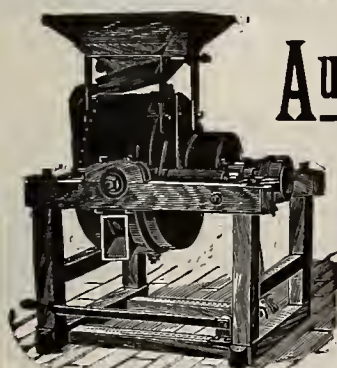


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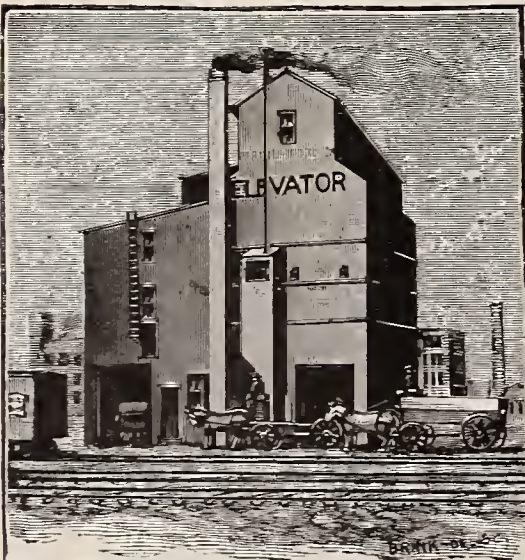
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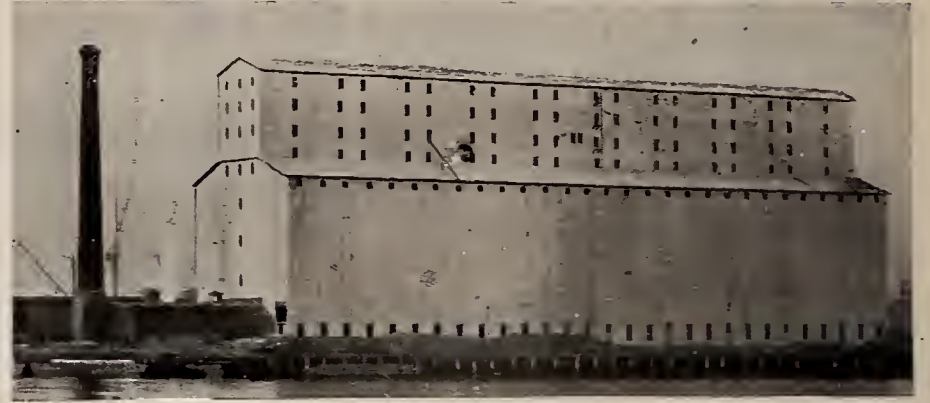
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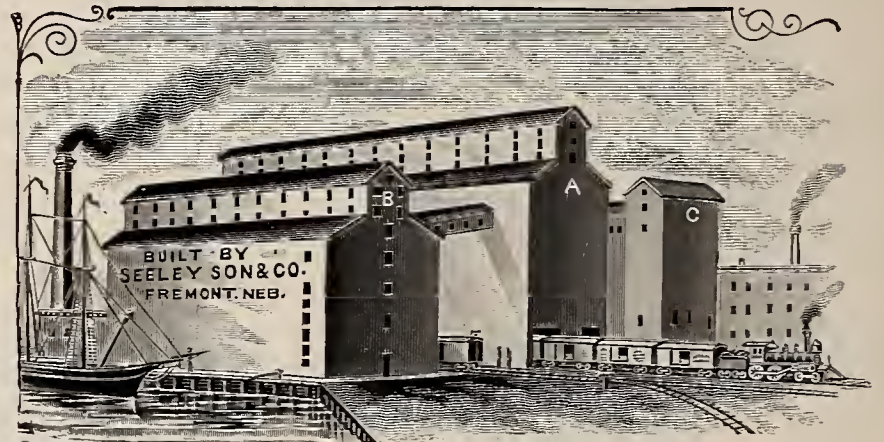
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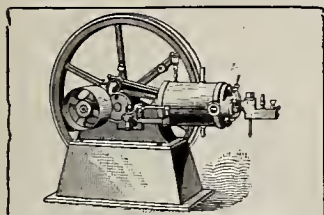
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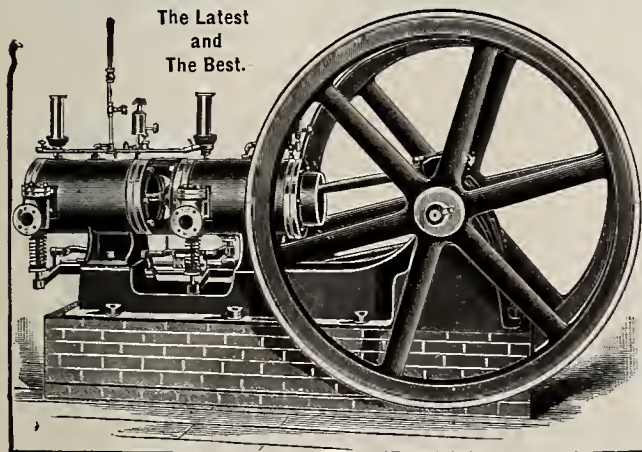
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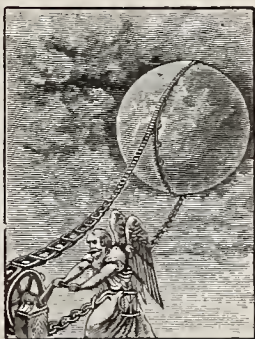
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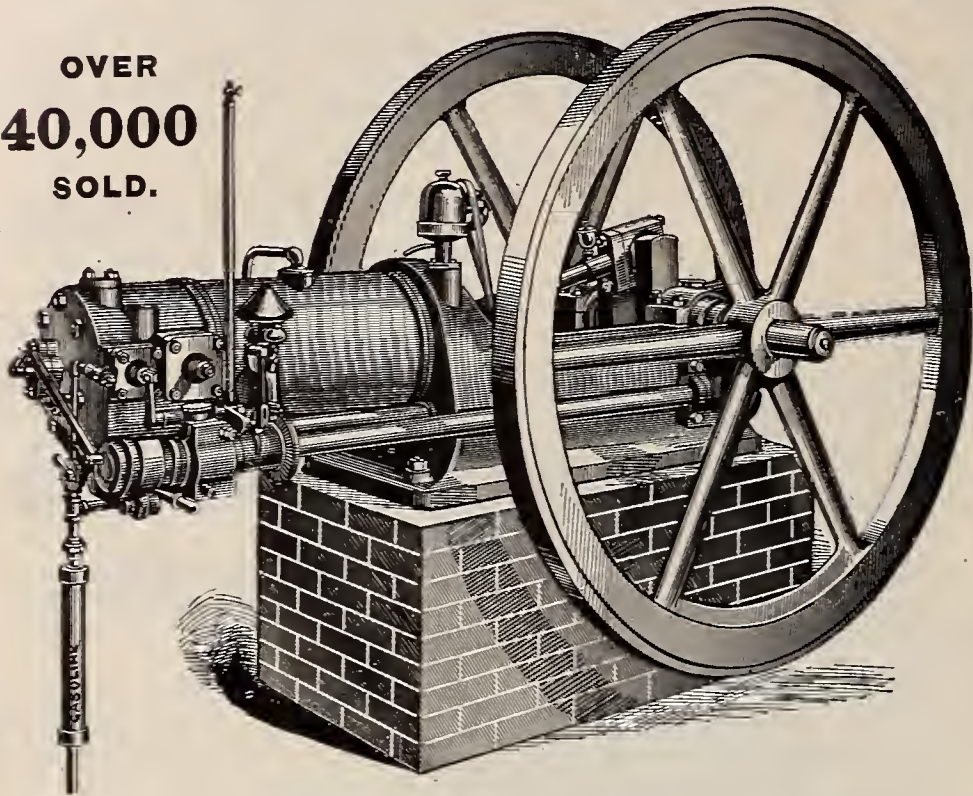
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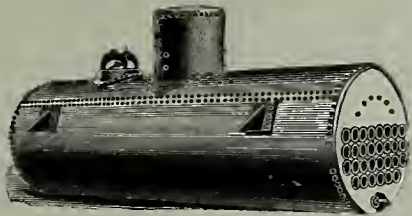
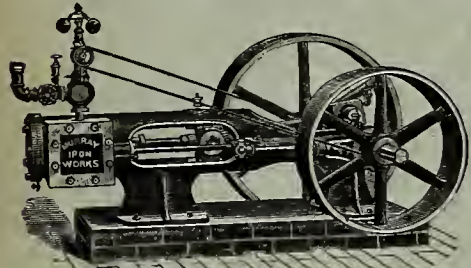
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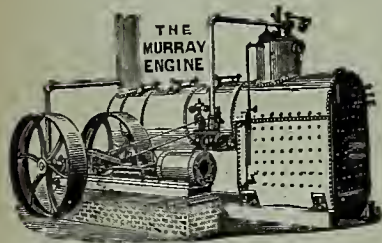
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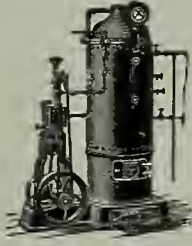


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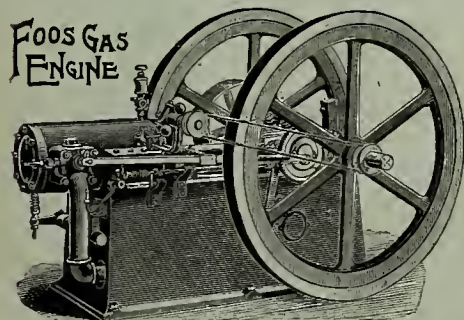
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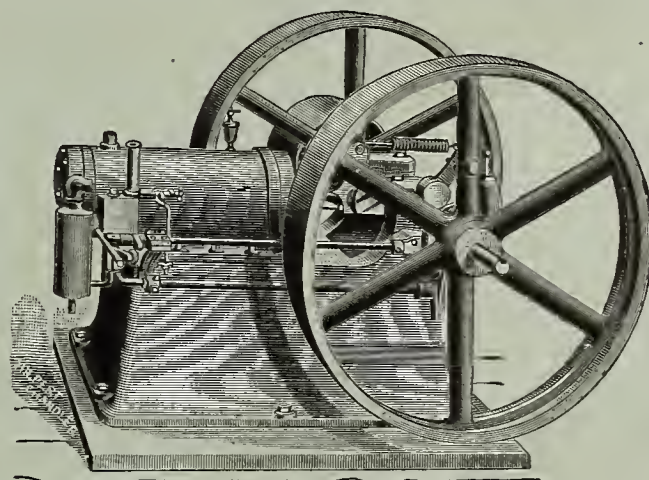
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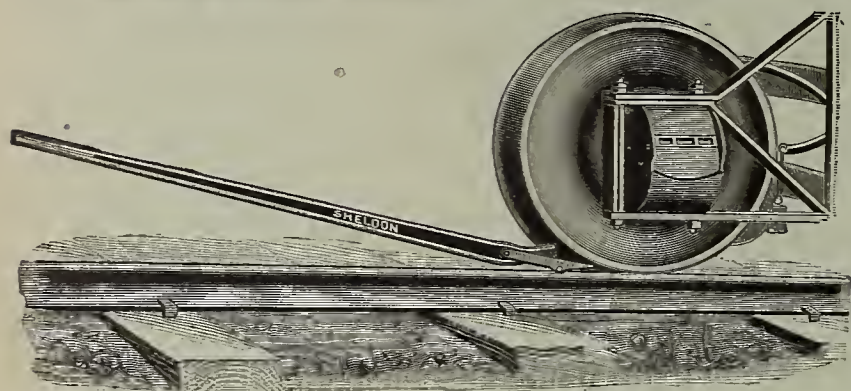
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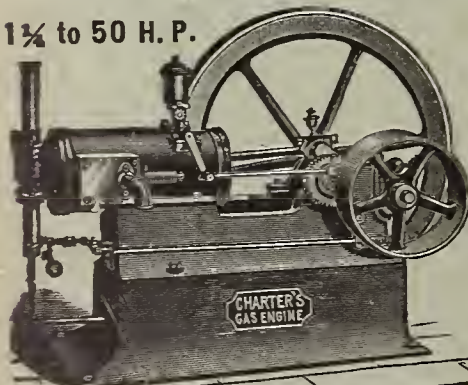
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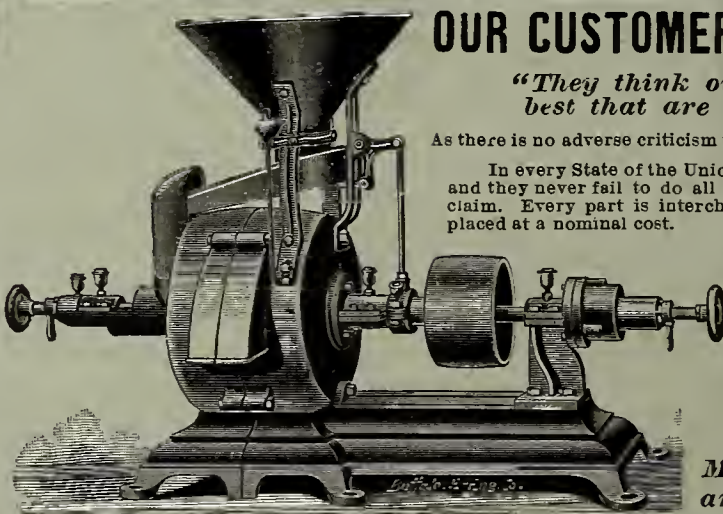
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